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PROVISIONAL GOVT. ESTABLISHED WITH NANKING AS SEAT

Feng Kuo-chang Temporarily Assumes the Duties Of President

TUAN IS PREMIER

Feng Will Lead Kiangsu, Kiangsi And Chekiang Men In Expedition

HOLD NAVY READY

Seven Battleships Ordered To Keep Chang's Men Off River

Reuter's Service

London, July 6.—Reuter's Agency is informed that a Provisional Government has been established at Nanking. It appears that the Vice-President of the Republic, who is Military Governor at Nanking, has temporarily assumed the Presidency.

[The term "Provisional Government" used in the foregoing, is subject to several interpretations. As a matter of fact, Vice-President Feng Kuo-chang is not attempting to set up separate, unrecognised Government; he is merely functioning as President while President Li Yuan-hung is unable to function.

There is only one recognised government in China today and that is the Government of the Republic, of which Li Yuan-hung is President and Feng Kuo-chang Vice-President. For Feng Kuo-chang or Sun Yat-sen, or anyone else to attempt to set up a Provisional Government, as separate from the established government, would mean that there would be no recognised government. There is only one legal Government in China and that is the government of the Republic.]

Feng Kuo-chang Assumes Presidency At Nanking

Vice-President Feng Kuo-chang assumed the Presidency of the Chinese Republic yesterday morning, thus inaugurating the establishment of a provisional government at Nanking, according to the Chung Hwa press service. The buildings of the Liang Kiang Normal School are now used for the government pro tem.

Former Premier Tuan Chi-jui was appointed Premier for the provisional government. President Feng announced his decision to lead the punitive expedition organised by Kiangsu, Kiangsi and Chekiang. He has ordered the finance department to raise the sums of $120,000 and $200,000 in separate instalments for the expenses of the expedition.

Seven battleships were ordered to be on duty at Siakwan. They are to stop any pig-tailed troops from crossing the Yangtsze River.

General Feng requested General Tuan Chi-jui in a wire, at once to organise the Cabinet, but the latter replied that he is now busily occupied as commander-in-chief of the expedition at Tientsin and invited Gen. Feng to come up to his headquarters with his troops immediately.

The Shanghai contingent, 1,500 strong, arrived at Nanking last night. The Fifth mixed brigade of Nanking has been ordered expanded to the size of a division; recruiting has already begun.

Ni to Keep Order

Special Cable to The China Press

Pengpu, July 7.—The son of Ni Shih-chung has just given the following interview: "Governor Ni approves of Feng Kuo-chang being acting President, as President Li is unable to leave the Japanese Legation and has already expressed his desire to resign, while the majority of the Provinces also approve of Feng acting in that capacity.

"There are two thousand of Governor Ni's troops in Pengpu and less than one thousand of Chang Hsun's. The remainder of Chang's troops in this region are scattered

(Continued on Page 2)

Dr. Wu Informs Legations Foreign Ministry of China Is Now Located in Shanghai

Veteran Statesman Welcomes Chang Hsun's Coup As Giving Opportunity to Settle Monarchy Finally

Dr. Wu Ting-fang returned to Shanghai yesterday from Shanhaikwan after an absence of a year, probably the most strenuous year of his life. The terrible strain which he has been under in the last three years may have added somewhat to the grayness of his hair but it has left untouched his good humor—and his ability to parry delicate questions.

Dr. Wu's first act was to set up in Shanghai his office of Minister of Foreign Affairs. He despatched a telegram to the Diplomatic Corps in Peking informing its members that the only legally recognised government of China was still the republic, that he was still foreign minister, that he and only he had the power to represent China in its dealings with foreign nations and that he had his seal with him and would henceforth transact all the diplomatic business of China from the office of the Commissioner of Foreign Affairs in Shanghai. The ministers were requested to communicate his telegram to their governments.

A similar telegram was sent to all Chinese legations throughout the world giving them the same information and instructing them that Liang Tun-yen, the Manchu appointee as minister of foreign affairs, had no legal authority and that only Dr. Wu was empowered to act as foreign minister. The legations were instructed to give that information to the governments to which they are accredited.

Dr. Wu was not in the least worried by the monarchical coup.

"Chang Hsun will be crushed," he said in an interview with a representative of THE CHINA PRESS. "He will be driven out of Peking in a few days. His act was the act of a brigand. Its character was shown by the number of lies in the first imperial edict. That edict said Li Yuan-hung, Feng Kuo-chang and Lu Yung-ting had memorialised in favor of the restoration. We know those statements were fraudulent. What could either Chinese or foreigners expect from a government that starts that way?

"I think this coup is a very good thing for China. I welcome it. It will settle this question of monarchy once and for all."

Dr. Wu was asked what he thinks should be the program after the monarchy has been upset. He would not say anything more than that President Li should be restored to office.

"Let us do one thing at a time," he said. "Now it is a matter of fighting. First we have to drive out Chang Hsun and bring back the republic. Then we can settle other problems. Li Yuan-hung will be the president, of course. He is still the legal occupant of that office.

"There is nothing the matter with the President except that he does not see clearly enough sometimes and takes bad advice. When he agreed to dissolve parliament, he had no alternative. He was not a free agent. He was like a man in durance vile. But he is all right. He is a good man."

Dr. Wu talked good-humoredly of the last episode in his tenure of office as acting Premier, when efforts were made to induce him to sign the mandate dissolving parliament. If the incident left any bitterness, it did not show in his conversation.

Message to Ministers

Dr. Wu's message to the Chinese Ministers abroad follows:

"The whole Republic is opposed to Chang Hsun's movement in restoring the young emperor of the former Ching Dynasty to the throne. The provincial authorities have already despatched their expedition against the traitor, who is expected to be suppressed in a very short time.

"On account of the occupation of Peking by the revolting troops, the President and the Cabinet Ministers have lost their freedom.

"I, the Minister of Foreign Affairs, arrived at Shanghai on July 7, having my office temporarily at the office of the Kiangsu Commissioner of Foreign Affairs. I have already despatched messages to the foreign Ministers at Peking asking them to refuse to recognise the rebel government there and deal directly with me.

"You may now communicate with me directly on any affairs pertaining to diplomatic negotiations by wiring in care of Hon. C. H. Chu, the Shanghai Commissioner of Foreign Affairs.

"As to the Foreign Minister of the rebel government, Liang Tung-yen, his messages should be entirely ignored. Please advise the government at whose territory you are now stationed to this effect and also inform the Chinese Ministers in your neighboring countries."

BERLIN TO APOLOGISE, ARGENTINE'S DEMAND

Immediate Indemnity For Destruction Of Ships; Rupture Of Relations Imminent

(Reuter's Agency War Service)

London, July 6.—A telegram from Buenos Aires states that the Argentine Government has despatched a Note to Germany, demanding an immediate apology and indemnity for the sinking of the steamers Orana and Toro and also a guarantee that the Argentine flag will be respected. A rupture of relations is imminent.

Dr. S. M. Zwemer To Preach Here Today

Noted Missionary To Speak Morning And Evening In Local Churches

Dr. S. M. Zwemer, F.R.G.S., writer and well known for his mission work among the Moslems, will preach this morning in Union Church and this evening in the Free Church.

Dr. Zwemer is visiting China at the invitation of the China Continuation Committee to give the benefit of his experience to missionaries whose work lies among the 12,000,000 Moslems in this country. He is a successor in his labors to the noted Keith Falconer and is editor of The Moslem World and manager of the Nile Mission Press at Cairo. He has published a number of books relative to the mission work.

ANOTHER BRITISH FUND FOR SAILORS' BENEFIT

Initial List Of £30,000; Jellicoe Describes Men 'Who Will Win War Quickly'

(Reuter's Agency War Service)

London, July 6.—The King George Fund for Sailors has been inaugurated at the Mansion House, with Prince Albert as President. The object of the fund is to secure more efficient aid for marine benevolent institutions. The list of subscriptions is headed by the P. and O. Company with £3,000; Lord Inchcape, £1,000 and several shipping companies, who have each subscribed £1,000. The total up to the present exceeds £30,000.

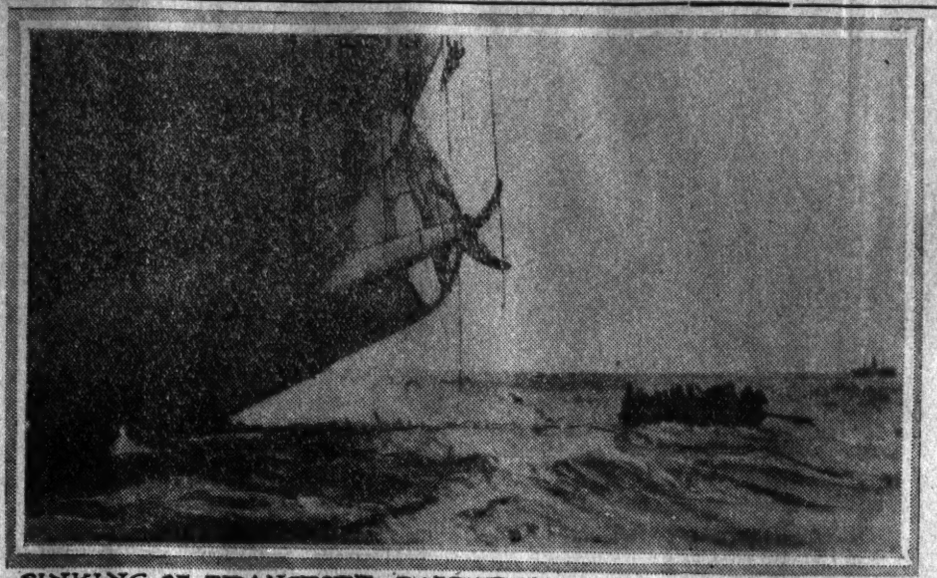
Admiral Sir John Jellicoe, in a speech made at the inauguration of the fund, dwelt on the difficult tasks of the mercantile marine and navy against the enemy's methods of despair. He described several wonderful acts of bravery by merchant seamen, including the case of the drifter Gowan Lee, which was armed with one six-pounder gun. Three Austrian cruisers ordered her to surrender.

The Captain of the drifter replied by calling for three cheers and firing his six-pounder. The drifter escaped. Admiral Jellicoe added: "That is the spirit which will win the war and win it quickly."

The Weather

Fine and hot weather. The maximum temperature recorded yesterday was 84.9 and the minimum 66.2, the figures for the corresponding day last year being respectively 88.0 and 73.9.

Remarkable Photo of Escape from Submarined Ship



SINKING OF TRANSPORT, BALLARAT. ©INTERNATIONAL

This is one of the most remarkable pictures that has yet come out of the "submarine zone." It was taken from one of the torpedoed ship's boats as it was pulling away from the sinking victim, and shows men escaping from the doomed vessel. One man can be seen sliding down a rope over the ship's rudder, another has just jumped, throwing up the spray, which can be seen.

Propose U. S. Take Over All Mines And Deposits Of Russia

Commission Begins Improvement Of Railways; Big Order For American Plant

(Reuter's Agency War Service)

New York, July 5.—The Petrograd correspondent of the Associated Press telegraphs: "The Special Mining Committee of the Russian Ministry of Commerce has decided to recommend the transfer to American hands of the bulk of Russia's mines and mineral deposits.

"M. Maliavkin, the Director of the Mining Department, submitted to the committee a scheme including the offer of the Island of Sakhalien to American capitalists, for working the petroleum and coal deposits there, a similar transfer of several districts in Siberia and also the gold mines of Altai, the copper mines of the Caucasus and the railroads in the Urals. M. Paltchinski, the Assistant Minister of Commerce, supported the scheme and the committee resolved to recommend M. Maliavkin's plan, on condition that America undertook to employ Russian labor and technical assistants as far as possible.

"The American commission investigating the Russian railways has reported advising the purchase of larger cars and locomotives. The commission, with the approval of the Provisional Government, has already ordered rolling-stock from the United States, to cost 750,000,000 Roubles.

Alfonso Dismisses His Military Aides

(Reuter's Agency War Service)

Madrid, July 5.—The King has dismissed the aides-de-camp who constitute his Military Household, including General Aznar.

U.S. LENDS £32,000,000 MORE TO WAR ALLIES

Advances £20,000,000 For Great Britain's Fighting Funds And £12,000,000 To Italy

(Reuter's Agency War Service)

Washington, July 6.—The United States has lent a further $20,000,000 to Great Britain and £12,000,000 to Italy.

N. S. Wales Premier Has Narrow Escape

Visiting French Battle-Line, Is Knocked Over By Shell; Expected To Recover

(Reuter's Agency War Service)

London, July 6.—The Hon. W. A. Holman, Premier of New South Wales, had a remarkable escape from death when visiting the front in France. A heavy shell exploded a few yards away and Mr. Holman was knocked down and bruised and his clothes torn. He was taken to headquarters, suffering from severe shock, but has not entered hospital and it is hoped that he will completely recover.

BRITAIN'S NEW ARMIES UPSET ALL MISGIVINGS

Even Officers Were Doubtful But Men in Action Prove Of Highest Stamp

(Reuter's Agency War Service)

London, July 6.—Mr. Perry Robinson, writing from British headquarters, surveying the results of the year of the British offensive, says that it can now be confessed that there were doubts regarding the New Armies, but disquietude vanished. The new men have proved, not once, but hundreds of times, to be superior to the Germans and we are confident today that the New Armies are stronger, made of better men and better commanded than the enemy's armies.

Perry Robinson recounts instances of the heroism displayed by English, Scottish, Welsh, Irish, Australian, Canadian and South African troops. He says: "Not least remarkable has been the performance of some of the latest drafts. Several times officers have expressed misgivings concerning them, but always these misgivings have been falsified and seemed ludicrous after the event.

"Behind this quality of men is an enormous development machine. We have learned to strike with a fist more heavily mailed than the Germans have ever known how to use.

"Whether the job will be long or short, the army has perfect confidence that it is stronger than the enemy and that only one end is possible."

Neutrals Must Pay For Helping U-Boats

Britain Will Demand Reparation If Divers Allowed To Sail Under False Colors

(Reuter's Agency War Service)

London, July 5.—In the House of Commons, today, Lord Robert Cecil stated that the Government has every intention of obtaining adequate reparation from any neutral which could be proved to have permitted a mine-laying ship, bearing a neutral flag, to leave its ports.

France Is Exhausted Reichstag Told, But Others Going Strong

Expect Greater British Action; While Salonica Expedition's Abandonment Unlikely

(Reuter's Agency War Service)

Amsterdam, July 5.—In the Reichstag, yesterday, the Minister of War said that the British presumably planned greater actions north of Arras, asserted that the French were exhausted, admitted that the Russian offensive was energetic and declared that the abandonment of the Salonica enterprise was improbable.

Dr. Zimmermann, the Minister for Foreign Affairs, said that the nullification of Brazil's neutrality did not mean that Brazil had declared war against Germany.

American Government Departments Full Of Spies, Senate Is Told

Chamberlain Says They Told Of Transports' Voyage; Call For Investigation

(Reuter's Agency War Service)

Washington, July 5.—The Navy Department is greatly increasing the number of its submarine chasers. It is building these on the standardised principle.

Hundreds are at present being constructed and orders have just been issued, doubling the supply. Trial experiments of the chasers show that they are of great value to fight against submarinism.

The attacks made by submarines on the transports conveying the American expeditionary force to France are expected to lead to further steps to combat the insidious spy system in the States and to result in even more stringent measures to cloak the movements of military forces from the enemy. The relief and gratification at the safe arrival of the contingent is tempered with indignation that the German Admiralty should have been able to plan an attack on the transports before they reached the zone which was regarded as very dangerous. There are indications that the Department of Justice will be asked to investigate the matter.

It is significant that Senator Chamberlain, of the Senate Military Committee, expressed the opinion that there are spies in the various Governmental Departments, who are furnishing information to Germany by means of wireless stations in Central and South America. He said: "When these spies are discovered, they ought to be shot or hanged. That there are spies, I have not the slightest doubt."

AUSTRIA IS SURPRISED AT RULER'S CLEMENCY

Germans Indignant At Amnesty To Political Offenders But Dare Not Criticise

(Reuter's Agency War Service)

Zurich, July 6.—The amnesty granted by the Emperor of Austria to political offenders is absorbing attention. The German parties are bitterly indignant, but dare not openly criticise their Sovereign. Both the Premier and Minister of Foreign Affairs were surprised when they heard the news, as they had had no previous intimation of the Emperor's intention.

May Take Census Of Shanghai Americans

Plans for making a census of the able-bodied Americans in the Shanghai consular district were discussed yesterday by the Census Committee appointed in the move to give local Americans military drill. The committee is to meet again tomorrow afternoon at 5.30 in Major Holcomb's office.

REPUBLICAN ARMY REACHES FENGTAI ON WAY TOPEKING

Chang Hsun's Men Driven Back To Gates Of Capital

BASE IS GIVEN UP

Tuan Chi-jui Issues Communique From His Headquarters In Tientsin

GIVES HIS TERMS

Will Quit Fighting As Soon As Chang Is Made Prisoner

Chang Hsun's Ting Wu Army retreated from Lu Kow Chiao yesterday. Only 1,500 of the troops are stationed near the race course, while the remainder of the army have gone back as far as Yung Ting Meng of the Outer City of Peking. The bulk of the Republican army is now stationed at Fengtai, where Chang Hsun had his military base when he entered the Capital.

General Tuan Chi-jui, in a formal communique issued last night at his headquarters in Tientsin declared that he will cease fighting as soon as Chang Hsun is captured. The participation of Kang Yu-wei in the movement is entirely ignored in his message. He also stated that the Imperial House, being opposed to the movement in general, should not suffer and he would see that the Tls. 4,000,000 yearly allowance will be paid as usual upon the restoration of the Republican Government.

Tuan has refused to negotiate with Hsu Shih-chang for an armistice. General Wang Shih-chen and Liang Tun-yen, foreign minister of the Peking government, requested Tuan through Hsu to negotiate for a settlement, stating that the Japanese Minister at Peking is complaining about the situation and mediation is necessary in order to avoid foreign intervention.

General Chen Kwan-yuan, commander of the Nanyuan guards, who was reported to be missing, participated in the battle at Fengtai yesterday morning on the side of the Republican army. Several aeroplanes were also seen in action against the rebels.

Chang Hsun has ordered three long trains to be ready on the Peking-Kalgan line for departure on short notice.

American-Japanese Forces To Repair Torn Tracks

Tientsin, July 6.—It has been decided that one company each of the American and the Japanese troops at Tientsin will go up to Peking on a mission to repair the portion of the track of the Railway between Peking and Tientsin which has been destroyed

Arranging Expedition

Reuter's Exclusive Service to The China Press

Canton, July 7.—The details of the punitive expedition will be perfected soon. General Tsen Chun-hsuan and General Lu Yung-ting are expected to arrive within a few days. General Li Lieh-chun has been given the command of the Yunnanese troops in Kwangtung.

Taoyin Wang Ting-chang is proceeding to Nanking, as the representative of Civil Governor Chu Ching-lan, who will follow later.

The Manchus and also the Bannermen residing in Canton support the Republic and are joining the Cantonese in displaying the five-colored flag.

Chengtu, July 4.—General Liu Tsun-hou refuses the post of Governor of Szechuen which has been conferred on him by Imperial Edict. Szechuen supports the Republic and approaches are being made to Yunnan and Kweichow for joint action against General Chang Hsun and the defence of the Republic. Chengtu is quiet.

Ichang, July 6.—A proclamation dated July 5 of the 6th year of the Republic has been issued by the civil and military officials jointly. It states that instructions have been received from the Military and Civil Governors of Hupeh that, the Republican Government being established, the restoration of the Emperor is not in accordance with the will of the people and will be opposed.

It promises protection to all classes and orders all to be quiet and peaceful.

Rumor-mongers will be severely punished and the penlty of death will be inflicted on disturbers of the peace.

Teach Chang's MenManners

Special Correspondence of the China Press

Tientsin, July 4. Yesterday afternoon I started North from Hwai-yuan. At Pengu on my way through I had word from a reliable source that General Ni Shih-chung would support the republic; that Chang Tso-ling of Manchuria was adhering to Chang Hsun but that Chang Hwai-chih of Shantung would take active masures against Chang Hsun and that he was collecting rollingstock at Tsinanfu for that purpose. This news I asked a friend to communicate to you by mail and I trust he his done so.

This morning at Tsinan the news of Chang Kwai-chih's position was confirmed by the sight of the station yard full of empty freight cars. At three p.m. we reached Machang station. Troops of General Tsao Kun's Chihli army came aboard and began to hale Chang Hsun's men off the train. As you know the number and conduct of these men travelling on the T. P. R. has been notorious for the last two years. They travel without ticket or pass when and how they will. Last night one of his soldiers, attendant on an officer, sat naked to the waist in the diner, near a party that included ladies and children and several seats adjoining were piled high with their miscellaneous belongings. The whole subject has been a public scandal.

At Machang the men who boarded the train went through asking to see tickets. Those who had them were allowed to pass, being presumably inoffensive citizens. Those without tickets had to explain themselves and were almost all taken off the train with their belongings and marched away to a building adjoining the station for examination. The search was made with zeal and thoroughness and included even the trucks under the coaches. The prisoners were handled with scant ceremony and many of them were blanched with fright. One of the officers in charge of the search party told me that Tsao Kun's troops, acting with troops of other generals, were surrounding the Capital and would "get" Chang Hsun this time. He stated that Chang Tso-lin was acting with Chang Hsun. He said there were 10,000 men at Machang. We were allowed to proceed after an hour and a half.

At the next station north, the south bound train crossed us. It started to pull out as we arrived but somehow word was spirited across to them and they stopped one hundred yards down the track and about a dozen of Chang Hsun's men, officers and their servants, transferred to our train and came north. They left us at the first station south of Tientsin and were hiring carts as we left, thinking this a safer way to enter Tientsin.

Tai Kan on The Fence

Special Correspondence of The China Press

Chengtu, Sze., June 19.—When the news came that some of the Tuchuns were planning to restore the monarchy I called on General Liu Tsung-hou, the "chun-chang" of the Szechuenese army, to inquire into the truth of this. He assured me no such scheme would mature. The safety of the Republic was not in doubt. I asked him re the attitude of Tai Kan, the acting Tuchun here. He said he was on the fence; no-one could forecast what he would do.

I told him that what he had said would give great satisfaction to many for the opinion was expressed that any attempt to upset the Republic would result in widespread upheaval. He told me no-one need fear, even if Tuan Chi-jui or Feng Kuo-chang were appointed in Li Yuan-hung's place neither of these gentlemen would seek to bring back Hsuan Tung.

Both Liu Tsun-hou and Tai Kan fought in the rebellion against Yuan Shih-k'ai. The former took a most decided stand for the people's regime. He could not now with consistency go back on his old position.

It is a pity the Yunnanese and Szechuenese are divided. Both are on the side of the Republic. The Yunnanese now realise how foolish they were to pick a quarrel with Liu Tsun-hou. But things are past remedy. The Szechuenese have suffered so much that never again will they allow anyone from Yunnan to come here in any high capacity. And, while the West is thus split, those in favor of re-action cannot but have a much freer hand.

I hope the Central Government will deal more wisely with this Province than they have done in the past. The one remedy now is the promotion of Liu Tsun-hou. If they trust him they will find him trustworthy. His past record is guarantee for this; the very people of his own province would see to it that he did remain loyal. And Peking should remember that what they do to General Liu the people here regard as being done to them. I know this: for being a missionary and in touch with "the man in the street" I am acquainted with the popular opinion. The one danger is that the Peking government will listen to those who advised it in the past and refuse to heed the voice of the Szechuenese themselves. Surely a Republic should take due note of the wishes of the masses.

The province with the exception of that part in the South where the Yunnanese hold sway remains quiet. The one fault is that no money is entering the Treasury. Tai Kan is as poor as a church mouse. But with the local suspicion of his designs this is hardly to be wondered at. They are not going to supply anyone with funds who might yet act against them.

We had a very fine harvest last month of wheat, beans, peas, etc. This has gone a long way to keep things tranquil. If political agitators will leave the West alone the rest will be all right.

Tooth Brush Drill for Chinese Kiddies in United States

TOOTH BRUSH DRILL ©INTERNATIONAL.

School children of New York City, including some little Chinese-Americans, taking part in a tooth brush drill in Central Park, as a part of the Oral Hygiene Week arranged by the New York Department of Health.

Provisional Govt. Is Established

(Continued from Page 1)

through the outlying district. General Ying, in command of Chang Hsun's troops in this place, has agreed to keep the peace.

"Two thousand of Ni's troops left this place for Pukow, yesterday, being destined for Wuhu, from where they had been withdrawn for the Peking expedition. Some of Feng Kuo-chang's troops have crossed the Yangtsze to Pukow, but Governor Ni is entirely in accord with the action of the acting Vice-President.

"The Republic is to be maintained and a new Parliament called."

President Appeals To Feng To Take Over His Office

President Li Yuan-hung requested the succession of Vice-President Feng to the Presidency and the restoration of former Premier Tuan Chi-jui to his office in a telegram by President Li to General Feng. The full text of his message reads:—

"The present political crisis is shaking the foundation of the country. The cause is due to my incapability and I regret exceedingly my misguidance of the nation and the suffering of our people.

"The conditions in Peking are becoming daily more dangerous. Since I, Yuan-hung, am unable to execute my duties, the working of the Republic is at a standstill. You, being the people's trust, should therefore act in the capacity of the President in accordance with article 42 of the Constitution and Article 5 of the laws of the Presidential election.

"On account of the present obstructions in communications, I fear that the seal of the office will be endangered in transportation. In another order I have appointed Tuan Chi-jui Premier and have asked him to keep the seal and hand it over to you as opportunity offers itself.

"I trust you and Chi-jui will be united in formulating your plans for the redemption of the country and devote your whole efforts to the progress of the Nation."

Li Yuan-hung."

Music For Monday

The following program will, weather permitting, be played by the Band in the Public Garden tomorrow afternoon at 5.30 p.m.

1.—March "Jocks' Patrol" ...Godfrey.
2.—Overture "Mignon" .....Thomas.
3.—Waltz "Love's Last Word" Cremieux.
4.—Selection "The Spring Chicken" Caryll.
5.—(a) Song "Because" ... d'Hardelot.
(b) Serenade ..... Leoncavallo.
6.—Selection "The Alabama Minstrels" .....Knowles.

A. de Kryger,
Conductor-in-charge.

Britain Says Dutch Must Blame Selves

Under Agreement, Doesn't Want Potatoes If Germany Is Not Supplied

(Reuter's Agency War Service)

London, July 5.—It is authoritatively stated that profiteering is a considerable factor in the disturbances in Holland.

With reference to the statement made by the Dutch Minister of Agriculture, which was cabled yesterday; Reuter's Agency learns that the British Government placed no pressure on the Dutch Government to send potatoes to England, unless potatoes were sent also to Germany and, consequently, if there are not sufficient potatoes in Holland for the country's own use, the Dutch Government can remedy the situation by reducing the quantities sent to Germany and thereby automatically reduce the quantities to be sent to England. The coal requirements of Holland have nothing to do with the matter so far as the British Government is concerned.

The German press is naturally making the most of the disturbances in Holland, with the object of stirring up trouble between Great Britain and the Netherlands, but it is very unlikely that they will have any success.

It is officially stated at the Hague that the remark made by the Minister of Agriculture, cabled on the 5th, was inaccurately reproduced. The Minister said that Holland must export potatoes to Germany, in order to get coal, consequently, by virtue of the agreement between Great Britain and Holland, potatoes must be permitted to go to England, though England was not obliged to deliver coal to Holland.

Meanwhile, the food difficulties in other European neutral countries are again shown by the report of a Danish Government Committee that the Danes can pull through the winter only by the greatest economy and by slaughtering, after September 1, half their stock of pigs and their least profitable cattle.

Five Hundred Shells Rained Into Rheims

French Report Heavy Artillery Work Everywhere; Repulse German Attacks

(Reuter's Agency War Service)

Paris, July 6.—The official communique issued yesterday evening reported: There have been artillery contests in various sectors. Five hundred shells fell in Rheims.

The communique this afternoon reported: There has been very active reciprocal artillery fighting in the Champagne, notably at Casque and Teton. Enemy attempts west of Mont Cornillet and south-east of Tahure were easily repulsed.

Our artillery carried out a destructive fire against the German organisations north and west of Hill 304.

Church Services

Holy Trinity Cathedral.—Fifth Sunday after Trinity, 8 a.m. Shortened Matins and Holy Communion; 11 a.m. Matins and Litany (sung) 6.30 p.m. Evensong. Note.—There will be a Celebration of the Holy Communion at 8 a.m. in the Bubbling Well Chapel.

Union Church.—Sunday, July 8.—11 a.m. Preacher Rev. C. E. Darwent, M.A.; Subject: Excellency; Chant 68; Anthem Jubilate (Garrett in F); Hymns 533, 616, 318. 6 p.m. Preacher Rev. C. E. Darwent, M.A.; Subject: Doing the truth; Chant 14; Hymns 537, 203, 688.

Shanghai Free Christian Church.—(Corner of Range and Chapoo Roads.) On Sunday next the services in the above will be conducted as follows:—Morning 11 a.m. by Rev. H. W. Flagg, B.A. Evening 6 p.m. by Dr. Zwemer.

Christian Science Society of Shanghai, Masonic Hall, The Bund, Sunday service, 11 a.m. Subject:—"Sacrament," Sunday School, 10 a.m. Wednesday evening, 6 p.m. Reading Room, No. 21 Nanking Road, Room 71 daily, 10.30 to 12.30.

St. John's Pro-Cathedral, Jessfield, Evening Prayer in English at six o'clock.

Cannot Prove Spies Aid German Raiders

(Reuter's Agency War Service)

London, July 5.—In the House of Commons, today, Mr. A. Bonar Law stated that the Government has no evidence that enemy agents here supplied information which enabled the enemy to choose the time and place for the recent air-raids on England.

Attacks Beaten Off By Russian Troops

(Reuter's Agency War Service)

Petrograd, July 5.—The official communique issued today reported: We repulsed attacks eastward of Brzezany and eastward of Lipitza-Dolnaia. The enemy are offering a stubborn resistance on the heights westward and southward of Pendjvin.

News Brevities

Pootoo, one of the sacred islands of the Chinese, is amongst the most picturesque spots in China. Those wishing to view the beautiful scenery of the Chusan Islands, and at the same time enjoy the sea bathing on the long sandy beach at Pootoo, cannot do better than take advantage of the week-end trips advertised in our columns. The Hsin Ningshao will sail every Friday, from July 13, at 5 o'clock and return early Monday morning. This means that the business man only loses a half-day on Saturday.

* * *

A sentence of six weeks at hard labor was passed on an Indian known as "Jimmy" in the British Police Court yesterday. He has been in court three times previously. His latest offense consisted of an assault upon Mr. J. E. Danenbery after an ineffectual attempt at begging Friday night. Mr. Danenbery, who was walking on Broadway, accompanied by his children, had his spectacles broken but held the man until arrival of the police.

* * *

On account of the transportation of troops, the Shanghai-Hangchow-Ningpo Railway administration announces that no other trains besides the fast train at 8.00 o'clock in the morning and the express at 2.30 in the afternoon will be on service starting from this morning. The local trains on the line will resume their schedule Tuesday while no definite arrangements have been made for the others.

* * *

A general godown and several houses were gutted and a large flour mill endangered by fire in the Chapei district near West Stone Bridge Road last night. The Chapei brigade was aided by one company of the local Brigade and the flames were kept pretty well off the mill, in which large quantities of grain were stored.

Fire Bells Are Ringing!

— and Mr. Knott Insured says: "Maybe they are going to my house, and I haven't taken out that policy."

We Write Fire Insurance

FIRE BURGLARY MOTOR CAR

"Better see us before it happens"

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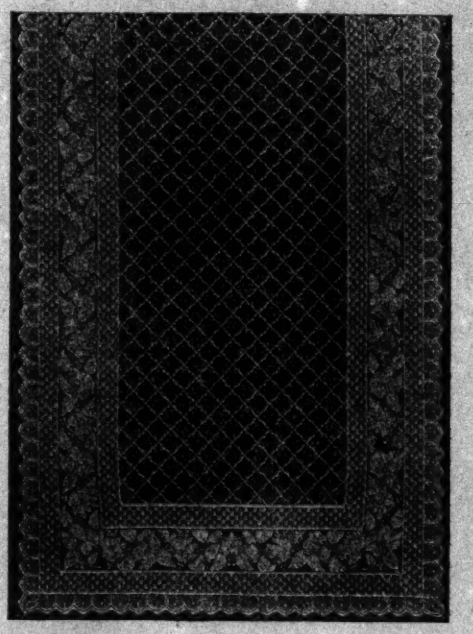
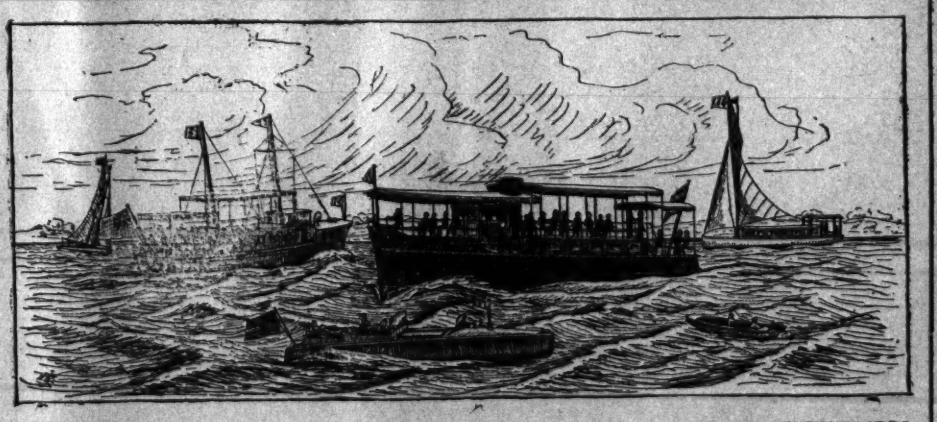
Exclusive Designs

All Sizes stocked



Telephone 960

LANE, CRAWFORD & CO., LTD.



MOTORBOATS — MOTOR LAUNCHES — HOUSEBOATS

For Pleasure and Commercial Purposes

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Designers and Builders. Sole Agents for

BUFFALO MARINE ENGINES (Kerosene)—4 cycle type, 5 to 150 h.p.
VAN BLERCK MARINE ENGINES (Kerosene)—4 cycle type, 40 to 215 h.p.
FERRO MARINE ENGINES (Kerosene)—2 cycle type, 3 to 25 h.p.
FAIRBANKS, MORSE CRUDE OIL MARINE ENGINES: 15 to 200 h.p., no hot bulb, no water drip.

—: WINNERS AT HEN-LI SPRING REGATTA :—

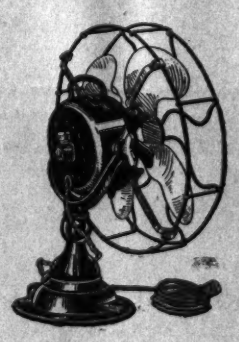
The winners of first and second places are equipped with Buffalo and Van Blerck Engines.

REPAIRS ON VESSELS AND MOTORS AT REASONABLE RATES

Office: 4 and 5 Yuen-Ming-Yuen Road. Telephone No. 778 Private Exchange

"FREEZOR" FANS

Desk, Bracket, Oscillating, Ceiling Types



"FREEZOR" Fans have a neat attractive appearance and give the strongest of breeze effects the speed regulator in base allows a three speed control from moderate breezes to strong blasts.

Large stocks held in all Voltages and Sizes.

Desk Fans, Bracket Fans, Oscillating Fans, Ceiling Fans.

With and without lights.

The General Electric Co. (of China), Ltd.

7 JINKEE ROAD, SHANGHAI

Telephone: 1608 & 1606 Telegram "GENLECTRIC"

Stop and think!

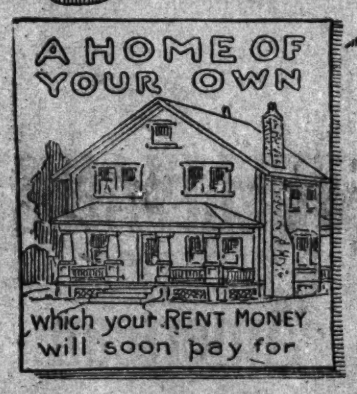
DOES the road you're travelling lead to nowhere? Are you at a standstill, or are you getting on in the world?

Paying rent for ever is a dreary outlook. The months fly past and with them <u>your</u> rent money.

Put that money into a home!

You can decide Now

whether your SAVINGS go into



OR

If your rent money pays a profit to your landlord, **it will pay you a profit, too,** if invested in your own property. It's a part of your hard-earned money that **you can and should save.**

WE HAVE FOR SALE IN THE

Best Residential Parts of Shanghai

a number of

NEWLY-CONSTRUCTED, WELL-BUILT HOUSES

BUY A HOME *WITH ALL MODERN IMPROVEMENTS* BUY A HOME

If desired, payment may be made by instalments

Why not call at our office and talk the matter over? We shall be pleased to drive you out to view any or all of these houses.

CHINA REALTY CO., LTD.

39 Nanking Road.

GEN. MAURICE PRAISES ITALIAN OPERATIONS

Latest French Gains Are Far More Important Than Maps Indicate

London, May 24.—The Italian offensive has entered into its second stage with new and important gains between Gorizia and the sea, said Major Gen. F. B. Maurice to The Associated Press today. The entire Italian effort of the last ten days was praised by General Maurice, who is Chief Director of Military Operations at the British War Office.

"Yet the Italian offensive," he continued, "was only made possible by the thorough offensive work of the Anglo-French forces during the last few weeks. If we had not been keeping the Germans busy the Italians would not only have found an offensive impossible, but would actually have been faced by a great Austro-German attack."

General Maurice also had high praise to accord for the work of the French during the last week, which he said was far more important strategically than the map indicated.

"The British have been for the last week," said General Maurice, "in the midst of one of those lulls which are necessary in the development of long-continued modern battles. The present lull is exactly like the lulls during the battle of the Somme. The enemy's communiques during the last week are interesting as indicating the less of morale and the jumpiness of his troops, who repeatedly report the development of a British offensive in spots where we never made the slightest offensive move beyond the ususal artillery work."

Discussing the battle of Arras as a whole, General Maurice said:

"Our best comparison is still with the battle of the Somme. Our losses this year continue 50 per cent smaller, although larger forces are engaged. We already have gained four times as much ground as in the whole Somme battle, and have taken many times more prisoners and guns."

General Maurice attaches great significance to the continuance of the capture of Germans by the Entente forces on the Franco-Belgian front.

"The German Army," he continued, "has done everything to impress the men that they must not surrender. Von Hindenburg recently issued an order to every unit that 'no commander should allow his men to surrender under any circumstance; any soldier giving himself up is committing an act of treachery, for which he will be duly punished after the war; any commander who surrenders ground will be held summarily to account.'"

Observe War Anniversary

Rome, May 24.—Manifestations were held throughout the kingdom today in celebration of Italy's entrance into the third year of the war. Towns all over the country were decorated with the colors.

In Rome procession bearing the flags of Italy and her allies, including the Stars and Stripes, paraded through the streets toward the Capitol Hill, where patriotic addresses were made, with many references to the participation of the United States in the war.

The newspapers review the results obtained by two years of military operations and, in speaking of the present situation, say that the offensive now in progress is intended to assist the Russians by preventing the Austrians and Germans from exerting more pressure on them, thus enabling the Russian Revolutionary Government to hasten reorganisation of the army.

They draw a parallel to the situation of two years ago, when, with the Russians in retreat, the Italian Army, although still unprepared, instituted operations which compelled the Austrians to divert large forces from the Russian front. It is recalled also that the Russians paid this debt by making an attack in Galicia at the time the Austrians were invading the Italian Trentino, relieving the pressure on the Italian troops.

SPAIN SEIZES WHEAT CARGO

Grain For Switzerland Diverted To Meet Nation's Needs

Bilbao, Spain, June 1.—According to news received from Madrid the Government has ordered the seizure of a cargo of Argentine wheat on board the steamer Rosairo, which arrived here Wednesday. The cargo was consigned to Switzerland by way of Cette.

The Spanish Cabinet, the advices state, maintains that it is entitled to take over the wheat to meet the needs of Spain.

Italian War Mission Visits Lansing

PRINCE OF UDINE & SECY LANSING ©INTERNATIONAL

The Prince of Udine, cousin of the King of Italy and head of the Italian war mission to the United States, leaving the State, War and Navy Building, Washington, in company with Secretary of State Robert Lansing. The Prince is wearing his full court uniform.

Government Expenses Are Mounting Rapidly

Total $1,600,000,000 Thus Far In Fiscal Year—Big Increase Shown In Revenues

Washington, May 29.—The Government's expenditures for the fiscal year so far reached $1,600,000,000 today, more than $900,000,000 in excess of last year's expenditures up to the present date, and a new high record in American history.

The chief item of the increase—$607,500,000—was for the purchase of the obligations of foreign Governments in exchange for loans advanced to the Allies. The sum does not represent by approximately $140,000,000, the total amount authorised in loans. An increase of $245,000,000 in the ordinary disbursements of the Government, chiefly due to military and naval needs, also is recorded, and another item which helps to swell the grand total of expenditures was the payment of $25,000,000 for purchase of the Danish West Indies.

Ordinary receipts also show an increase of more than one-third over last year, the total to date being $818,000,000. The chief item of increase is the income tax, payment so far this year having reached the total of $155,000,000 as compared with $28,000,000 last year. Income tax receipts, paid earlier this year than usual, are at the present time flowing into the Treasury at the rate of nearly $4,500,000 a day. They have reached a total of nearly $100,000,000 this month, as compared with less than $5,000,000 last May.

Customs duties show an increase of approximately $15,000,000 for the year, and internal revenue taxes on whisky, beer, and tobacco have increased $45,000,000, of which nearly $20,000,000 was during May.

Another item of increase was the receipts from Panama Canal tolls. This increased from $2,500,000 last year, to $5,400,000 so far this year.

Britain's Grain Ship Losses Only 6 Per Cent

Cereal Stock Gaining—Will Have 24 Weeks' Supply When Harvest Ends

London, June 1.—Great Britain's losses in cereal ships has been only 6 per cent according to a statement made to The Associated Press today by Kennedy Jones, Director of Food Economy. The Ministry of Food, he added, had made allowances for the loss of 25 per cent of this kind of shipping.

Mr. Jones said it had been figured that if the stocks on hand ever got below five weeks' supply there would be local famine. The harvest would produce a twelve weeks' supply of cereals, he said, and this, added to what would be on hand, would mean twenty-four weeks' supply. These stocks, he thought, might be made to last longer by careful rationing of both human beings and animals and by conservation in other ways. The maximum time the supplies could last would be thirty-four weeks, he estimated, and this would leave eighteen weeks of the year to be accounted for. The cereals for that period must come from the outside world.

When the Ministry of Food took account of stock at the last of March, Mr. Jones said, it appeared that Great Britain would reach harvest time with only three weeks' supply of cereals on hand. The outlook is now much brighter on account of the success of voluntary rationing and the great reduction in submarine losses, and it is indicated that there will be a supply for twelve weeks at the harvest time, provided the present rate of imports is continued until then.

Great Britain is now better off by supplies for two weeks than was the case a month ago. Mr. Jones said it was an encouraging fact that the lost had been only 6 per cent whereas an allowance of 25 per cent loss on grain ships had been made, but said at the same time that it was possible there might be in June a recurrence of heavy shipping losses which would upset calculations.

Sailed from Shanghai

For London, etc.
Fushimi Maru .....May 7
Kaga Maru .....May 16
Tsuyama Maru .....June 8
For Liverpool
Kashima Maru .....June 30
Katori Maru .....June 3
For New York
Tatsuno Maru .....May 21
Tokiwa Maru .....Mar. 21
For San Francisco, etc.
Nippon Maru .....June 15
Persia Maru .....July 6
For Seattle
Yokohama Maru .....May 14
For Tacoma
Mexico Maru .....June 27
Panama Maru .....May 15

Vessels To Arrive

From London
Hitachi Maru .....July 14
Iyo Maru .....July 28
From San Francisco
Ecuador .....Aug. 25
Venezuela .....July 28
From Tacoma
Chicago Maru .....Aug. 13
From Seattle
Yokohama Maru .....July 18

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KAIPING Coal Coke

For all Industrial and Household Purposes

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SOME REASONS WHY YOU SHOULD INSIST ON HIRANO.

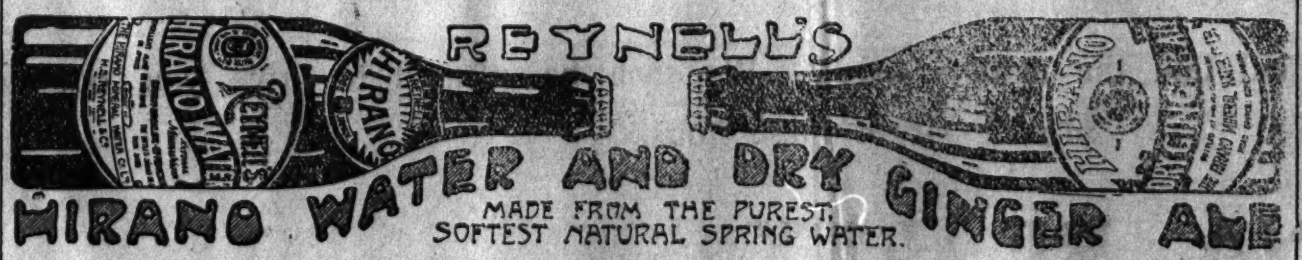
ABSOLUTE PURITY ensured by up-to-date methods of filteration.

A PURE SPARKLING crisp NATURAL MINERAL WATER.

Valuable health properties not to be obtained in ordinary waters.

PRICE which puts it within reach of all.

This water possesses a smooth, soft taste possessed by no other mineral water, and mixes well with wines or spirits.



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TRY OUR EGG MALTED MILK

which contains

Malted Milk, New-Laid Egg, Fresh Milk, Chocolate, Ice Cream, Soda-Water and Nutmeg

"A Meal In Itself"

At

SULLIVAN'S

American Soda Fountain

OPEN NIGHTS

UNTIL 10.30: BAND CONCERT NIGHTS 11.30

PRESIDENT WILL MAKE SIMS A VICE ADMIRAL

To Advance Naval Officer For His Services Abroad Since War Began

DIRECTS OUR DESTROYERS

Was Sent To London Early And Has Helped To Effect Naval Co-operation

Washington, May 24.—In recognition of the services rendered since he went to London to perfect arrangements for joint naval action of the war vessels of the United States, Great Britain, and France, Rear Admiral William S. Sims has been selected for promotion to be Vice Admiral. The only other officer of this rank in the navy is Vice Admiral Dewitt Coffman, who is second in command of the Atlantic battleship fleet.

The appointment of Admiral Sims, according to an announcement made by Secretary Daniels this afternoon, was determined on by the President today, and will be made immediately.

Vice Admiral Sims, who is the ranking American naval officer abroad, is in command of the destroyers, now operating in European waters.

In the period immediately preceding the Spanish-American war, Admiral Sims, then a Lieutenant, was Naval Attache at Paris, and was intrusted with buying ships and supplies for the navy. He spent hundreds of thousands of dollars, keeping in touch with sources of supply in Europe, and rendered valuable service. He remained an attache at Paris until 1900, when he was recalled and sent to the Asiatic station, being assigned to duty on the battleship Kentucky. He was later fleet intelligence officer on the staff of the commander in chief of that station.

It was while on this duty that he became acquainted with Captain (now Rear Admiral) Sir Percy Scott of the British Navy. Captain Scott's ship had made remarkable scores in practice under methods devised by its commander. Lieutenant Sims because familiar with Scott's methods of training and acquainted the Navy Department with them.

In the Autumn of 1902 Lieutenant Sims was ordered to the Navy Department and placed in charge of the office of naval practice. He remained there nearly seven years, and it was during this time that great improvement was made in the navy in gunnery, largely owing to the methods introduced by him.

To keep in touch with the improvements in other navies, he made trips to England each year, conferring with experts in gunnery and ordnance, especially with Scott, who was knighted and made Rear Admiral for his services in improving the gunnery of the British warships. He came in contact with Admiral Jellicoe and other officers who are now directing the operations of the British Navy.

In February, 1909, while a commander, he was assigned to the battleship Minnesota of the Atlantic fleet, which he commanded more than two years. He than went to the Naval War College for a two-year course, and during the second year was a member of the college staff.

After completing this course he was made commander of the torpedo flotilla of the Atlantic fleet, and directed its affairs for two and a half years. In 1915 he was assigned to command the new dreadnought Nevada. A year later be was made President of the Naval War College and Commandant of the Second Naval District. He was promoted to Rear Admiral last August being one of the first Captains promoted to this rank by selection, on recommendation of the Selection Board.

Just before the United States formally entered the war Rear Admiral Sims was sent abroad by Secretary Daniels as special representative and observer. After the war began he immediately entered into conferences with the British and French naval officials as to the best methods of naval co-operation by the nations at war with Germany. When it was determined to send American war vessels abroad Admiral Sims was put in charge of the operations of these craft.

Uncle Of Ex-Tsar Has Given Up Vast Estates

GRAND DUKE NICHOLAS

Grand Duke Nicholas, uncle of the former Tsar of Russia, and until recently Commander-in-Chief of the Russian armies, has given up to the Provisional Government all of his vast estates and retired to a small place on the shores of the Black Sea. The Grand Duke is credited with most of the victories achieved by Russian arms in the present war, but the new Government has decreed that all members of the Imperial family must surrender their great holdings of property.

DOUBLE INCOME TAX FOUGHT IN COMMONS

Strong Argument Is Made In Favor Of Reduction, But Proposal Is Rejected

(Reuter's Agency War Service)

London, July 5.—In the House of Commons, today, in committee on the Finance Bill, a proposal was made that a deduction should be made from the British income-tax where income-tax had been paid to the Dominions equivalent to the amount of that tax, but not exceeding 3/6d. in the pound. Mr. H. P. Croft and other speakers urged that income-tax for the Dominions was mainly a war-tax and was the last tax that should be doubled here.

Mr. Wilson Fox strongly supported the proposal, as a simple act of justice. Referring to the statements that double income-tax had caused the removal of the head-offices of companies in England to the Dominions, he emphasised the importance to the trade and revenue of Great Britain of having head-offices here.

Sir George Reid strongly pressed the matter upon the consideration of the Chancellor of the Exchequer.

Mr. A. Bonar Law, Chancellor of the Exchequer, said that while he felt as strongly as anybody upon the Imperial side of the question, he could not accept the proposals. The question was not whether or not some readjustment should be made, but whether it should be made during war-time and in the present financial situation.

He pointed out that the effect of the proposal would be that, if any Dominion proposed an income-tax at the rate of 3/6d. in the pound, that Dominion would get the whole of the income-tax and the Imperial Government nothing.

The proposal was finally rejected, by 142 votes to 86.

TWO MORE V.Cs.

(Reuter's Agency War Service)

London, July 5.—The Gazette announces that the Victoria Cross has been awarded to: 2nd Lieut. Arthur Henderson, of the Argyll and Sutherland Highlanders, who had already won the Military Cross, for most conspicuous bravery in action. He led an attack through the enemy's front-line, captured and consolidated the objective, but was subsequently killed.

Private J. Readitt, of the South Lancs. Regiment, for most conspicuous bravery. When working down a deep water-course, he advanced five times, despite close-range machine-gun fire. On each occasion he was the sole survivor.

These advances drove the enemy back three hundred yards. Subsequently, on his own initiative, Private Readitt organised and carried out several more advances and held out against the enemy for a considerable length of time, despite counter-attacks, thus saving the left flank of his battalion.

LOCAL EXCHANGE FALLS

(Reuter's Agency War Service)

London, July 5.—Samuel Montagu's weekly silver report says that the good undertone is revealed by the recovery of the price of silver to 39⅞. The market is so sensitive that any considerable special demand is immediately felt. Shanghai exchange has fallen back during the week, but the movement does not appear to be connected with the restoration of the Emperor. The Indian Treasury's holding of silver is now over twenty crores.

PHOTOGRAPHS TAKEN

anywhere, any place, any time.
Have some views of your home or office taken

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Compania General de Tabacos de Filipinas

CAPITAL £3,000,000

The largest cigar factory in the world

Specify "Company General" Cigars

TABAQUERIA FILIPINA

134 Nanking Road, Shanghai

Y. W. C. A. Conference

Special Correspondence of The China Press

Hangchow, July 5.—The East Central Student Summer Conference of the Young Women's Christian Association of China is now in the midst of its ten-day session at Hangchow, and is having most successful meetings. A special car, attached to the Shanghai train the morning of the 29th, took down ninety-five delegates from local schools, the Shanghai City Association and various schools north of Shanghai. In all, there are a hundred and sixty-one delegates, from twenty-six schools and two City Associations in Chekiang and the southern part of Kiangsu, one hundred and forty-two of these being Chinese teachers, students, and Y.W.C.A. secretaries, and nineteen foreign teachers and secretaries.

The Conference is pleasantly entertained in the large, airy buildings of the Union Girls' School at Hangchow.

The mornings are given to devotional talks, Bible Study classes, method classes, and informal meetings. In the evenings a series of meetings develops the central theme of the Conference: "Our Ambassadorship." The special addresses are as follows:

The Kingdom as the King [illegible] Mr. Koo, London Mission, Shanghai.

Unoccupied Fields in China, Mr. Lobenstine, China Continuation Committee, Shanghai.

The Ambassador's Mission, Mr. Tsok, Evangelist, East China Baptist Conference.

Qualifications of an Ambassador, Miss Jean Paxton of the Canton City Y.W.C.A.

The World Situation, Mr. Nance, of Soochow University.

The Great Commission, Pastor Yong, Sungkiang.

There are six Bible study classes:

Fundamentals, led by Pastor Voong, of the Grace Baptist Mission, Shanghai.

Christ as a Personal Worker, Miss Chang, of the Nanking Bible School.

Student Standards of Actions, Miss Tuttle, of McTyiere School, Shanghai.

The Manhood of the Master, Mr. Bau, of the Hangchow Baptist Church.

The Social Principles of Jesus, Miss Attaway, of the Soochow Methodist Mission.

The Christian Equivalent of War, President W. H. Stuart, of the Union Boys' College, Hangchow.

The afternoons are given to recreation of various sorts, including visits to the most interesting places in Hangchow: the famous Ling Ying Temple, lovely West Lake, the silk school, and the shops. One afternoon is to be devoted by the whole group to giving a Y.W.C.A. pageant, for which a thousand tickets have been issued.

The Conference is one of four planned by the Student Department of the National Y.W.C.A. Miss Jean Paxton came from the Canton City Association to be its leader, and Mr. F. K. Tsao, of the Shanghai City Association and Miss Nettie MacMullen of Hangchow Pres. Mission are the business managers.

FINE RAIN AT WUSIH

Special Correspondence of the China Press

Wusih, July 6.—The weather broke yesterday in a tremendous downpour of rain, which lasted for perhaps a half-hour, and has continued more or less steadily, but moderately, until the present. For ten minutes there was a very heavy wind, that tore down fences, trees, and mat-sheds, but did no very great damage as it was of such short duration. The thermometer dropped about twenty degrees.

There are no political rumors. Wusih is not a political or military center, and ordinarily can go gaily from Monarchy to Republic and back again with scarcely a jolt. All these people ask for is a government that can govern—they are business people and are contented under any government that will make it possible for them to carry on their peaceful vocations.

NESTLE'S

Milk Chocolate

For the long journey, for the country or up-river trip, for the day in field or camp, remember to take a few packets of Nestle's Milk Chocolate for emergency refreshment: it is the best and most convenient form of Chocolate for

EATING and DRINKING

The famous long-distance swimmer, T. W. Burgess, on his record performance of 22 hours and 35 minutes in the water, when swimming from England to France, gave his affidavit that the chief sustenant and stimulant on which he relied during this ordeal, was Nestle's Milk Chocolate, the Chocolate being dissolved in a cupful of boiled water.

Sold at the best Stores.

Weeks & Co., Ltd.

LAST WEEK

OF

SALE

Special Bargains offered in all departments.

REMNANTS

HALF-PRICE

Weeks & Co., Ltd.

IN THE MEN'S DEPARTMENT AT WHITEAWAY'S

New Deliveries

OF

Men's Socks
„ Hats
„ Ties
„ Underwear
„ Shirts
Men's Straws

etc. etc.

The "City" Straw

Up to date shape, superior straw and fitted with Bon Ton Ivy head band

Price **$3.50** each

The "Popular" Straw

The hat of the Season

Price **$1.75**

The "Town" Straw

Medium grade Straw and well bleached, Black Silk Band and fitted with the Bon Ton Ivy Head band

Price **$2.75** each

New Deliveries

OF

Men's Collars
„ Topees
„ Belts
„ Braces
„ Handk'fs
Men's Umbrellas

etc., etc.

The Hastings Shirt in selected stripe of Mauve, Pink, Grey and Blue, light grounds.

Price **$2.00** each

The "Glenville" Panama

Our finest grade hat fitted with grease-proof leather band. Fine expert weaving, light and extremely smart.

Price **$30.00** each

White Cashmere Sox

With colored clox for Tennis

$1.50 pair

Fancy Lisle Sox

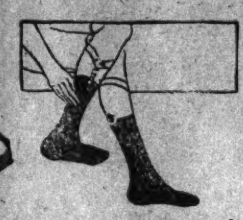
Stripes and clox; many designs

$1.25 pair

Plain Lisle Sox

With clox. Tan, Green, Grey, Purple

$1.50 pair



White Cotton Sox.

For present wear

$5.75 per dozen

Tan Cotton Sox.

Cool for these days

$5.00 per dozen

Black Lisle Sox.

Fine grade lisle

$1.25 per pair

The "Clayton" Panama

Selected Plait Straw smart in shape and Natty in style. Black Ribbon Band.

Price **$12.50**

The "Danlo" Panama

New model in fine quality straw; a real smart model for present wear.

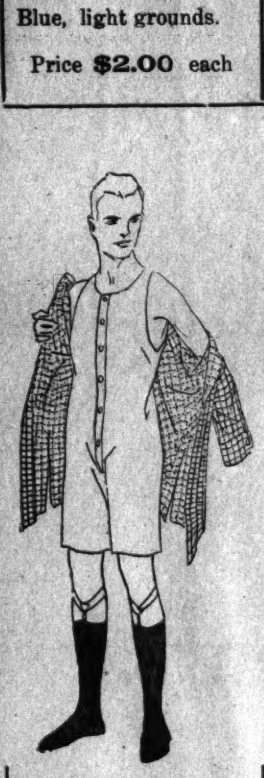
Price **$21.00** each

The "Wayloo" Shirt

White Long Cloth (Not Striped)

For Evening or day Wear. Five durable Longcloth. Stiff linen Cuffs.

Price **$2.00** Each



B.V.D. Underwear

The Right Kind for this weather.

Vests **$1.25**

Knicker Drawers. - - $1.25
Union Suits. - - - - - 2.50
Pyjamas. - - - - - - - 2.50

The "Colonial" Helmet

A consol dated cork body covered white Drill, shape as sketch, fitted with White puggaree.

Price **$7.50** each

The "Premier" Helmet

A very light weight, lined with cork, fitted with White puggaree and chin strap. Most serviceable helmet, with a very smart appearance. (Similar shape to "Colonial")

Price **$6.50** each

Tennis Scarves

Plain Barathea Silk Ties, extra long and extra full Ends. Brown, Grey, Blue, Mauve, Purple etc., etc.

Price **$1.50** each

TENNIS RACKETS

THE "E.G.M." RACKET. This world-famous racquet is made under the instructions of the well-known expert E. G. Meers. It must be admitted his mechanical knowledge is undoubted. It is an ideal racket. Weights 12½ to 15 ozs.

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THE "GOLD MEDAL" RACKET. Specially depressed throat piece, with dogwood reinforcement and White holly throat piece. Vellum wrapped and gut wound double in the central portion in the popular expert style, with best quality lamb's gut, White with Black cross strings.

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BUSSEYS'S "ALERT" RACKET. Bound shoulders, a good racket strung with Red and White gut, double centre mains.

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RACKET PRESSES. These are a necessity, Wipe your racket dry, as soon as the game is over and press it.

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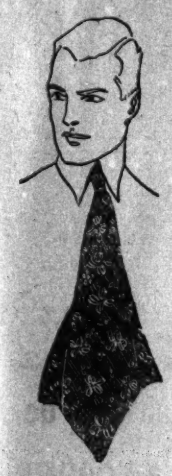

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The Match Shirt

Soft Finished Oxford Material with soft double Cuffs. Helio, Grey, Blue and Pink in neat designs.

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A big leader in Shirts. Many designs.

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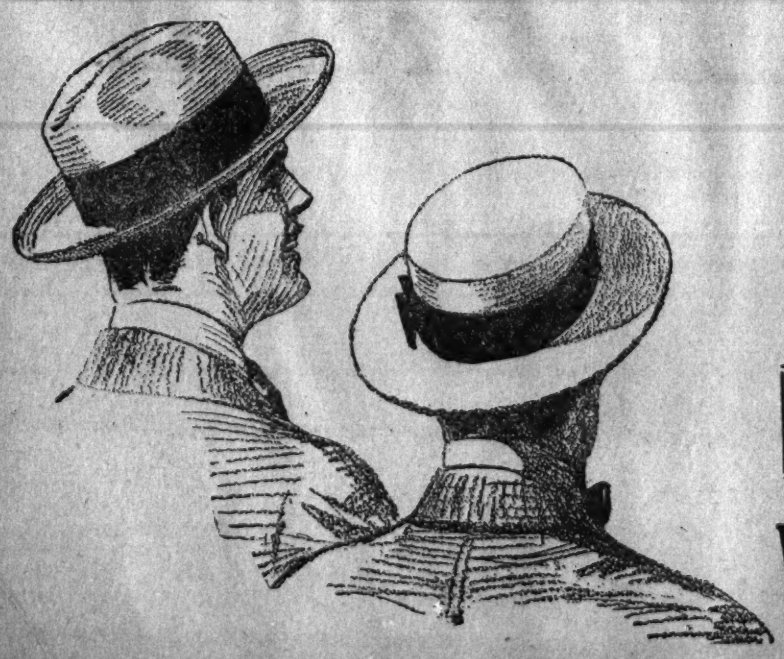

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ALL THE WOMEN SAVED FROM TRANSYLVANIA

Nurses Sent Away in Lifeboats While Soldiers Sang 'Tipperary'

London, May 25.—John May, second cook of the Transylvania, gives this account of how his vessel went down:

"The torpedo hit the vessel about 10 o'clock in the morning, striking her in the bunkers near the engine room. There was a terrific explosion and many of the men must have been killed by it.

"At the time the troops on board, who included men from Liverpool and Birkenhead, were on parade on the deck. They behaved splendidly, and there was no panic whatever. The crew had a clear way to the deck from below, and as they came up they saw the soldiers standing in a serried line five deep.

"Nurses also were on board and showed splendid self-possession. When, after the cry of 'Women first!' was raised, the nurses were being lowered to the boats, one of the women called out, 'Give us a song, boys.'

"To this the soldiers at once responded, singing first 'Tipperary,' and then, with a touch of grim humor, 'Take Me Back to Dear Old Blighty.'

"It was obvious that the vessel was deemed. Destroyers raced along to the rescue, and while they were thus engaged and while a boatload was being lowered, a second torpedo struck it and blew it sky high. The chief steward was in the boat and has survived the terrible experience.

"Mr. May, finding the Transylvania heavily listing, went over the side and was pulled into a boat.

"Nearly all the boats were half full of water and it was impossible to row ashore owing to the heavy sea. The destroyers did magnificent rescue work, and every available part of their decks was covered with nurses and soldiers, many of the men having to its astride the guns.

"The destroyers kept chasing around until help came from shore four hours afterward, but the Transylvania went down in fifty minutes. All the survivors were picked up and landed, where they received a warm welcome from the townspeople."

Another survivor of the transport said that, owing to the lumpy sea and the dangerous position of the steamer, a party of about 150 soldiers could not be rescued. When the vessel went from under them they stood at attention.

Miss Cicely Baker Jones of Newport Hospital, a nurse, says that the Captain saw the submarine fire the torpedo.

Miss Jones, who had on her underclothing and a soldier's overcoat, was washed out of a boat, but swan to an oar, which kept her up. No nurses were lost.

Another boat, in which a party of nurses were accommodated, had only one man in it. Directed by him, the nurses went about their trying task with coolness. Some bailed out the water, while others took to the oars, and, between them, managed to keep the boat head on to the waves and prevent her filling.

The Captain stuck to his ship till the deck was awash, when he dived from the bridge into the sea. He was rescued in a precarious condition by a destroyer and a lifeboat and lingered till the following day. His funeral took place ashore.

SHOES FOR 3,450,000 MEN

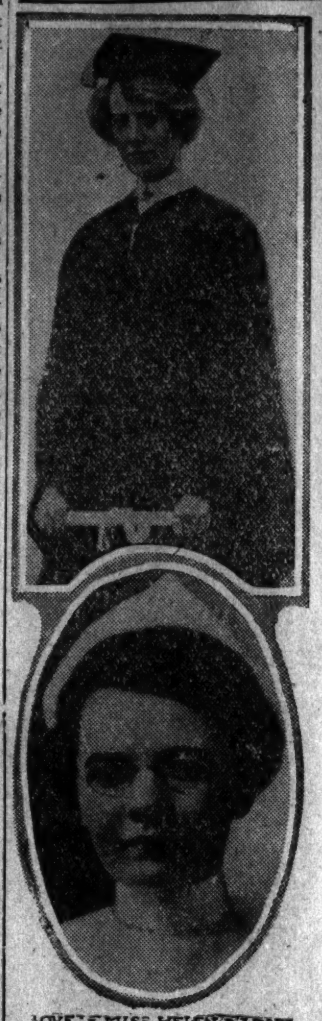
Army Orders 2,600,000 Pairs And The Navy 850,000

Washington, June 1.—Contracts have been let by the Government for 3,450,000 pairs of shoes—2,600,000 pairs for the army and 850,000 for the navy. It is the biggest shoe contract the Government has ever made.

The average price of the navy shoes is $4.83 a pair, and the army price $4.85. The officials who have been working out the details of the contract are satisfied that the best possible terms were obtained. In fact, it has been intended to order only 625,000 pairs for the navy, but the figure was increased to 850,000 in order to take advantage of the price quoted.

The contracts were awarded in every case to the lowest bidder. It is expected that a sufficiently large number of the shoes will be at the disposal of the Government to equip the new army of 500,000 men without delay. The Quartermaster Department of the army and the Bureau of Supplies and Accounts of the navy co-operated in arranging the contracts with the Defense Council's Committee on Supplies, of which Julius Rosenwald of Chicago is Chairman.

Nurses Killed By Shell On S. S. Mongolia



ABOVE—MISS HELEN B. WOODS
BOTTOM—MRS. EDITH AYRES

Mrs. Edith Ayres and Miss Helen Burnett Woods, Red Cross nurses of Chicago, who lost their lives aboard the American steamship Mongolia when a brass attachment of a shell used in target practise by the ship's gun crew, struck the water and boomeranged back nearly 200 feet to the deck of the vessel. The Navy Department has announced that no such accident ever occurred before and that a complete investigation is being made.

ALL MONKS OF RUSSIA TO BE SENT TO FRONT

Criminal Prisoners Allowed To Join The Army—Novel Punishment

Petrograd, May 29.—All the monks of Russia will be sent to the front to serve in the Department of Sanitation, according to orders issued by the War Ministry. Lay brothers will be crulted as soldiers. Recently the monks demanded equal political rights with the lay population, including the vote, and they have been giving other marked evidences of revolutionary zeal.

Five hundred criminal prisoners in the province of Nizhni-Novgorod have petitioned the Government that they be sent to join the army. A special commission has examined and accepted 300 of those who signed the petition.

A novel measure to suppress thievery in the soldiers' barracks has been put into practice in Petrograd. A captured thief was forced to walk along the Nevsky Prospect bearing placards with the inscription: "I stole sugar and shoes from the soldiers." After the ordeal tea was given to him and he was released on his promise to be good. A similar story comes from Bessarabia, where a clerk of the war organisation was accused of stealing a horse. A yoke was placed about his neck and he was exhibited on a platform erected in a public square.

The Palace of Kshesinskaya, the dancer and former favorite of Emperor Nicholas, which had served as a stronghold for the adherents of Nikolai Lenine, the radical Socialist leader, is on the point of being surrendered to its rightful owner. After a long process in the courts the keys were delivered to the woman, who yesterday was permitted to examine the premises.

One floor was still occupied by soldiers and another by extreme Socialists. The elaborate sitting room had been converted into a workshop and editorial room for the Socialist newspaper. Part of the palace, resembling a Roman bath, was filled with short-haired girls operating typewriters. The marvelous sun parlor was utilised by the soldiers as a club room.

Kshesinskaya complained that furs to the value of 227,000 rubles were missing, although most of her valuable belongings had been carefully boxed and placed in locked rooms.

EXPLAINS NEW AIR BOMB

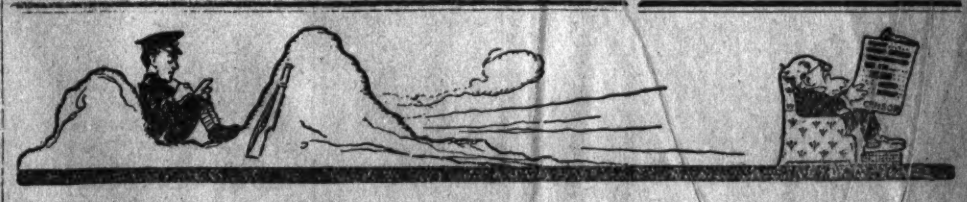
Connecticut Congressman Exhibits Dummy in the House

Washington, June 1.—Representative John Q. Tilson of Connecticut, a member of the Military Affairs Committee, brought into the House today and exhibited to curious but cautious members a "dummy," of what he described as the most terrible of all aerial bombs. Mr. Tilson said tests already made demonstrated the deadly effectiveness of the bomb, which is certain to explode six feet above the ground no matter from what distance it may be dropped.

"The bomb explodes horizontally," said Mr. Tilson, "and with terrific force. The fragments go in every direction. The model I have here works only on land. If it strikes water it does not work. They are developing one like that to drop on submarines. There is a timing device in this new one that can be set to let it go to any depth below the surface of the water before it explodes, so that if it hits any solid substance on or below that top of the water it will explode instantly, but if it is simply going down through the water the machinery will set it off at the designated depth.

"The one for use in land warfare will explode when within five or six feet of the ground, it makes no difference from what height it is dropped. They exploded one at the Sandy Hook proving ground. The report of the official test said that the bomb destroyed everything for 300 feet around it."

The bomb, according to Mr. Tilson, was invented by Lester P. Barlow, a native of Pennsylvnia, who enlisted several years ago as a coal passer in the navy and developed in a first-class electrician. Barlow, he added, was at one time in charge of Villa's airplane squadron, but returned to the United States when the break came between this Government and Villa.



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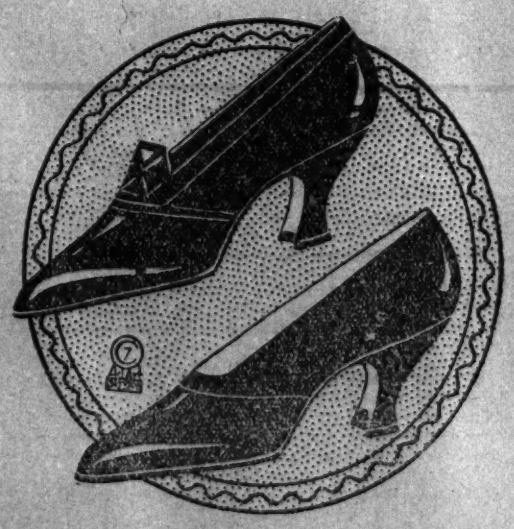

SKIMMING THE EARTH IS NEW AIR TACTIC

British Airplane Attacks German Position When 20 Feet From Ground

War correspondents headquarters, June 1.—There is natural enmity between British airplanes and the anti-aircraft guns of the Germans, those noisy, barking weapons that rejoice in the name of Archie. One must not imagine that the British airplanes have taken the strafing from the Archies as a matter of course. Time after time they have shown their resentment by diving at the presumptious batteries and scattering the crews with rapid bursts of machine-gun bullets, just as by night they dived at searchlights behind the German lines like giant moths dashing at a flame. Here the simile ends, however, for instead of being singed the planes have shot and bombed the lights to darkness.

Since the British aerial offensive began early in April the Germans have rushed many infra-aircraft batteries to the western front in an effort to check the carefree manner in which the British cross their line. You can hear them barking all through the day and often far into the night. One of these new batteries, larger and noisier than most of its truculent brothers, incurred the special disfavor of a certain squadron a few days ago, so the squadron flew up one bright afternoon, drew the fire of the battery, then closed in upon it and let go with 124 bombs. There is not much more to be said about that particular family of archies.

Partly overcast skies made airplane hunting more difficult during the last few days, but the British aviators have learned the art of low flying and have recently broken some records in this direction. One plane attacked a German machine-gun position and the crew recently while flying only twenty feet from the ground. To attack a German observation balloon in its bed a few days ago a British scout flew over the lines so low he had to "zoom" over a number of trees and badly strafe the hedges. Zooming means just barely lifting the machine to surmount the obtacle and immediately putting her nose down again. In much of the fighting of the last two months battles begun at dizzy heights have been fought down to within fifty feet of the trenches, and at least one British contestant in such a fray came home after having been fired at by practically every branch of the German service, including infantry and cavalry. There have even been cases of British machines fairly dragging themselves after having actually touched ground several times on the enemy side of the lines.

Champion Girl Scout Of U.S. And Canada

MISS DELIA DAMON. Capt.

Miss Delia Damon, sixteen years old, of New Bedford, Mass., has added another championship to the long list produced in New England. Miss Damon is the champion girl scout of the United States and Canada. Besides her sleeve full of merit marks, she has received eight gold merit medals from England.

Her merit marks on the sleeve in order are: boatsmanship, housekeeping, electrical work, athletics, civics, music, cooking, invalid cooking, clerkship, public health work, ambulance work, child nursing, signalling, home nursing, cycling, path-finding, swimming, laundry work, needlework, artwork, marksmanship, chauffering and wireless telegraph operating.

Book Reviews

THE YUKON TRAIL

The Yukon Trail. By William MacLeod Raine. Illustrated. Houghton Mifflin Company. $1.35 net.

Not very many years have passed since the coal mines of Alaska and their ownership were a much discussed and disputed topic, but the events with which those years have been filled have been so many and of such very great importance that the vexed questions of conservation and the Alaska coal claims have slipped out of the minds of those who do not chance to take some special, presonal interest in them. It is these questions, however, which form the main theme of this new story. The tale has to do with the adventures of a young Government agent, Gordon Elliot, sent to Alaska to investigate certain of the doings of one Colby Macdonald, a rich and forceful person who has behind him all the power of "the Guttenchild crowd" and with it the sympathy of a large part of Alaska and the Pacific Coast many believing that even though his claims were filed illegally it will be such a good thing for the Territory to be opened up that strict accordance with the law is a matter of comparatively small importance. Others, however, agree with the magazines and newspapers, who are vigorously attacking Macdonald and his friends.

Thus, Gordon Elliot and Colby Macdonald have plenty to quarrel about from the start, but their business differences are soon complicated and embittered by the inevitable girl, a young Irish beauty named Sheba O'Neill, with whom both men immediately fall in love. This rivalry, the intrigues set on foot by the friends and foes of each, and the perils incident to a Northern Winter, combine to make the story a sufficiently lively one. At the last one of the two men beats the other at his own game—beats him fairly and squarely—and to the victor belongs the spoils—in this case, the girl. The plot is put together in a workmanlike way, and contains plenty of incident.

STRANDED IN ARCADY

Stranded in Arcady. By Francis Lynde. Illustrated. Charles Scribner's Sons. $1.35 gold.

Although this new tale of Mr. Lynde's is to a certain extent merely a variation on the familiar castaway upon a desert island theme, it is a distinctly novel variation. For the desert island is not an island at all, but a remote and entirely wild part of the Canadian woodlands. And the castaways—man and girl, of course—are cast away from a kind of ship scarcely so much as dreamed of in the days of our old friend, Robinson Crusoe; nothing less, in fact, than a ship of the air. A pair of greatly surprised mortals were these two; the last recollections of both were of Quebec on a pleasant evening, and neither had the very faintest idea as to how or why they happened to awaken to find themselves on the shores of a lake, though the man presently evolved a sort of working hypothesis. Both, moreover, were city bred, and knew practically nothing about woodcraft; he was a writer of stories, she a teacher of domestic science. Fortunately, they were both plucky and both cheerful, and they proceeded to make the very best they could of their well-nigh inexplicable predicament.

The tale of their adventures and misadventures is a very entertaining one, and they are both of them agreeable people to meet. Lucetta, the heroine, is an excellent type of the modern young woman, and Donald Prime not only a manly but also a broad-minded hero. Both acquire considerable knowledge, and knowledge of several different kinds, before they return to civilisation and the fulfillment of their dearest wishes. Of course, the novel belongs to the Summer romance class of fiction. There was a time when it seemed as though the author of "The Honorable Senator Sage-Brush" might intend to use his very marked gifts as a story teller for the serious presentation and interpretation of certain phases of our American life, but Mr. Lynde has apparently decided instead to devote himself to a lighter kind of fiction. However, this little romance is interesting, amusing, and well written, and will prove a very pleasant means of whiling away a few idle hours.

MAN IN EVENING CLOTHES

The Man in Evening Clothes. By John Reed Scott. With frontispiece, G. P. Putnam's Sons. $1.50 gold.

Colin Marjoribanks, third son of the Earl of Warrington and Second Secretary of the English Embassy at Washington, himself tells the story of his experiences with "The Man in Evening Clothes." This individual was a most expert and audacious jewel thief who for some little time kept all the women in Washington who chanced to be wealthy enough to own valuable gems in a state of absolute terror. Yet he was such a charming thief that it was almost a pleasure to be robbed by him. Daring, cool-headed, suave, and debonair, it was soon whispered about that he was, as a matter of fact, a member of Washington's most exclusive social circles, and in consequence several entirely innocent people were looked at, for a time at least, more or less askance.

As so often happens in this life, however, "The Man in Evening Clothes" got the credit for many deeds which were not his. Take, for instance, those little matters of the Countess's pink pearl, Mme. de Busse's emeralds, and Mrs. Passavant's magnificent rings. It was believed that "The Man in Evening Clothes" had taken and retained them all; and this was not the truth, the truth being far less simple, and others than he having eyes for fine gems and "happy chances." But presently the entrance upon the scene of that superb young beauty, the Honorable Patricia Packingham, whose mother owned one of the finest and most valuable collections of jewels in the world, first complicated matters, then brought about a crisis and a solution. The story is entertainingly written and sufficiently ingenious, while the picture of Washington society is amusing.

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SYNOPSES

"THE INCORRIGIBLE CAPTIVE"

Sebastian, refused a divorce by Leontine until he confesses to a forgery which sent Jerry Carson to prison and his death, tries to force her into submission by keeping her a prisoner in Bianca's gambling house.

Her mysterious protector, Ravengar, has also been kept there a prisoner, but a captive in name only, continually bewildering Bianca and her coworkers in crime by laughing at the multi-bolted doors they lock on him, and disappearing and reappearing at will.

When Leontine is brought there he vanishes again and rushes to her rescue. He has discovered a secret stairway leading to a sluiceway used by Bianca as a get-away in case of police raids. Electric switches control the water gate and water flow. Ravengar speeds Leontine down the stairway and hastens to the switches to open the gate and shut off the water. There he is overpowered and closely guarded. Bianca, discovering a bit of lace caught in the trap door, switches back the gate—turns on the water full force, and Leontine is caught like a rat in a watery trap. But suddenly Ravengar's guards see him vanish before their eyes—a few seconds later the switch is clicked back by an unseen hand, and below Leontine shoots through the opened sluiceway to the river where she swims safely to shore.

What is Ravengar's mystic power?

"THE VANISHING MANTLE"

Ravengar, whose mystic powers have enabled Leontine to escape Bianca's bondage, is turned over to her men realizing that she can do nothing further to save his life. But again he vanishes before the very eyes of his chagrined and amazed captors.

Meanwhile, Leontine, who has miraculously escaped from Bianca's gambling house by means of an under-water sluiceway, hastens to the police where her wet and bedraggled appearance, coupled with her apparently wild story, make the officers sceptical as to her sanity. Her husband, Sebastian, is phoned to, who quickly sizing up the situation, replies with a crafty lie that she is mentally unbalanced and to hold her until he arrives. He then phones to Bianca to dress as a nurse and with her men hasten to the spot and claim Leontine as her escaped patient.

Again she is made a prisoner, and Ravengar who has rushed to her assistance is also made a captive. To save her he gives up his closely guarded mystic treasure—"The Vanishing Mantle." With a sudden movement as though throwing a mantle over Leontine's head, she disappears into thin air. A vanishing mantle! How is it possible?

HOOVER THINKS WAR MAY LAST 5 YEARS

Editors Told Utmost Efforts Must Be Put Forth To Keep Allies In Food

VANDERLIP URGES ECONOMY

Cabinet Members Ask the Technical Press To Support The Government

Washington, May 25.—Members of the Cabinet and others actively engaged in the conduct of the war, outlined war aims and needs today to a meeting of editors of the country's technical and trade publications. All emphasised the magnitude of the task facing the nation and urged the publishers to support the Government in the change from peace to war conditions in industry. The Cabinet officers and representatives of the Council of National Defense told in detail of what the council was doing toward war preparation.

The food situation was presented by Herbert C. Hoover. The country, he said, faced a war that probably would last from two to five years, and only by the most careful measures could the United States give the Allies enough foodstuffs to keep them in the war with the force demanded to bring victory. The Allies' grain needs this year, Mr. Hoover said, would amount to about 1,000,000,000 bushels. The United States and Canada, with good crops, can furnish 60 per cent of this without deprivation, but the Allies must have, he declared, at least 80 per cent of their needs to keep their efficiency at the highest averages.

"That means some deprivation for us," said Mr. Hoover, "but we must fill their needs."

Food prices in the United States were too high, he said, and if they continue at the present level wage readjustments must come or the workingman could not live. The first thing for the food administration to accomplish, Mr. Hoover said, was price stability, not only for this country but for the Allies. Fixing maximum prices had failed abroad and would fail here, and the Administration must seek to repair the broken chain of distribution.

Fighting Feudalism

Secretary Lane set forth the purposes of the United States in entering the war.

"We are fighting feudalism," he declared. "The German ruler is willing to go to any length to see a feudalistic system estbalished. The fiend of war himself would not stand for what the Germans have done in the last two years. Our interest as a nation and as a democratic people is involved in the war. The power that would do things that have been done would, if England were conquered, demand Canada, and we would live in haunting fear the rest of our lives. Put it in your editorials that America is fighting for something real, that we do not want to go back to where one man can enforce his will on a hundred million people, and where a man in khaki could be the master of the fortunes of this country."

Secretary Baker declared the outcome of this war would show whether the world really was progressing.

"We are fighting," he said, "against an impossible philosophy which has been founded on industrial ambition and aspiration. The imperial mind has been so obsessed with the idea of industrial supremacy that it has lost its sense of moral standards."

Every resource of the Allies, Mr. Baker said, was near exhaustion when the United States entered the war. There is no way to establish permanent peace, he declared, except through exercise of the superior power of the United States. In mobilising every resource, said he, profound industrial changes were sure to come, and the help of the publications was needed to prepare people for the change.

Big War Profits Criminal

Secretary Daniels asked the editors to "get it into the heart of business men that it is a crime to make more out of the war than a normal profit. The press is responsible for letting the people know everything about the Government, and the spirit of the Administration is that comment and criticism are the very life of a democracy."

The purpose of the Export Limitations and Trading with the Enemy bills was explained by Secretary Redfield, who said the measures were necessary as a protection for the country's commerce and resources.

The Government's attitude toward labor was discussed by Secretary Wilson. No changes in wage standards, he said, should be attempted without first giving the Government a chance to mediate between employers and workers. Mr. Wilson also explained a Labor Department plan for having industries make their repairs at the harvest season, so that workers might spend their vacations in the fields.

What the General Munitions Board is doing was told by Frank Scott, its Chairman. In the battle of Gettysburg, he said, the Union Army in three days fired only 32,000 shells, while today the same number of guns would fire that number of shells in three minutes.

Dr. Frankin H. Martin of the General Medical Board told of sending physicians to England and France. He said that in both countries war had depleted the medical staffs and the need that America furnish more was imperative. In one retreat the British lost 267 doctors, all killed near the same spot within half an hour, he said, and as a result 5,000 men lay on the ground unattended for seventy-two hours.

Howard Elliott of the General Railroad Board said the railroads were overtaxed, but hoped by discontinuing passengers schedules and by expediting the loading and unloading of cars to give the country a better service. He attributed the car shortage to the heavy demands of traffic and not to an actual shortage in equipment. By the first of the year, he said, additional cars and locomotives now building would go far toward relieving the situation.

Vanderlip Counsels Economy

Frank A. Vanderlip, President of the National City Bank of New York, in a striking address, urged the editors to prepare the country, for industrial changes which must come with the progress of the war. Production of luxuries, he said, must cease that all energy be directed toward supplying only the necessities of life. The war, he said, would stimulate business, but only business necessary for the people and for the fighting forces. One great lesson the war will teach the American people, he said, would be thrift and economy.

"The business of America's business men is to co-operate with the Government," said he. "The Government is organised for a new business. The business of war no longer is that solely of fighting, but all are combatants, all are in the fight. Our success will be measured by the degree of our organisation.

"The Government asks for $7,000,000,000. Nobody knows what that means. We haven't got that much money, and if we haven't got it where are we to get it? We must get it from the wealth of the country, which is estimated at $250,000,000,000. But we can't subscribe railways and houses and business. All that our forefathers or ourselves have saved is in property. You can't invest money over again.

"This war must be fought on the savings of the future. The whole answer is in expansion of banking credits. We must borrow in advance of our saving and liquidate as we save. This applies to all, millionaire and employe alike. You are seeing the business men take bonds and let his employes pay for them. The war cannot be financed on the savings of the present.

"Our job in one way is more difficult than Britain's. The British people had $1,500,000,000 loaned out on foreign bills, but we have no foreign resources and we must borrow to pay. That teaches thrift. We are a nation of spenders and we must learn to economise. This is a lesson of tremendous importance. We should interest millions of persons and if we succeed in teaching them thrift we will have opened springs of resources equal annually to the amount of this bond issue.

"Some think economy will be bad for business; but no; business will be different, it will be a business of necessities. We cannot give the Government $7,000,000,000 and expect to have as much left as an present to spend. It is unpatriotic to spend money for anything but necessities now. You should cease employing labor in unnecessary things.

"We are about to see the greatest industrial activity the country ever has known. We will see the most intensive activity and the biggest wage scales, but it will be in the business of war. We will throw no one out of employment, but into a situation where two men are needed instead of one. Men engaged in producing luxuries should cease at once at a patriotic act."

Football Stars With The Harvard Training Corps

HARVARD ATHLETES. ©INTERNATIONAL.

Three famous Harvard athletes training for the army. Sergeant Billy Lynch, all around athlete; is teaching Charlie Brickley, the noted football star, and Sam Felton, also a Harvard gridiron hero, the bayonet exercises on Soldiers' Field, Harvard, where the members, of the Harvard Officers' Training Corps are getting into shape for commissions in the new conscript armies.

FRENCH ARMY LARGER THAN AT THE MARNE

Andre Tardieu Says Between 2,700,000 and 3,000,000 Are Actually Fighting

New York, May 26.—Andre, Tardieu, head of the French High Commission to the United States which is coordinating the war work of the various French commissions now in the United States, arrived at the Hotel Vanderbilt yesterday. He said it would be impossible for any man to try to picture in advance the enthusiasm with which the people of all France would welcome General Pershing and his regulars when they arrive in France.

"I had the honor of meeting and talking with General Pershing a few days ago," said M. Tardieu, "and I can say that he is just the sort of a soldier who will win the affect on and regard of the French people. It is hard to imagine a finer type of soldier than General Pershing. He is a wonderful man, soldierly in the highest sense of that word, and there can be no question about the impression he is going to make on his French comrades."

Speaking of the French Army, M. Tardieu said that an erroneous impression was noticeable in some quarters concerning the actual military situation on that part of the front held by the French.

"I am speaking officially," said M. Tardieu, "when I say that on the west front at this moment the French army is greater by at least 800,000 men than was the army that fought the Germans at the battle of the Marne. The number of men now actually fighting in the French armies in France is somewhere between 2,700,000 and 3,000,000."

In answer to a question as to the artillery situation, M Tardieu said that it was idle and foolish to underrate the efficiency of the German artillery.

"I think," he said, "that our new 155-millimeter guns are the equals of the big guns of the Germans, and I believe that we have the best of them by a fair margin when it comes to the lighter guns, of which the best known are our 75-millimeter weapons.

"I am hoping that when the American artillerymen reach France they will have the opportunity of receiving instruction from expert artillery veterans of the French Army. The artillery is the big thing in this war, and it is a part of the great game which can be grasped only under actual battle conditions. If the best artilleryman in the French Army on July, 1914, had arrived in the United States before the war started, and was now to return to France, he would find that conditions are such that he would be more or less lost if he went into action without the preliminary instruction behind the battle lines to which I have referred."

M. Tardieu said that the French Government had conclusive evidence that in a great many instances the German military authorities had been falsifying the casualty lists on the west front. In the cases of many regiments which had been fighting in the west, he said, the Germans were known to have given out as their total losses figures one-third short of the actual casualties.

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A Speech From The Golden Throne

(*New York Times*)

The speech of the Emperor Charles to the Reichsrath was worthy of the Grand Hall of Ceremonies in which he read it. In its length, its meaninglessness, its parade of phrases, it recalls old China or Byzantium. As it falls solemnly and sleepily on the ear you recall Kuernberger's saying that Austria "must be comprehended as a kind of Asia." You are dazzled by the golden throne where the divine Hapsburg sits beneath a canopy, a heaven of red and gold. The splendid robes of Cardinals and Archbishops, the brilliance of Court and divers national costumes and uniforms, feed the eye. This is a pageant. It is enough that the Emperor should go through the form of seeming to say something.

Austria has done without a Parliament for three years. It is the Emperor's constitutional duty to assemble it annually. In view of the Russian situation and the fight of "democracies against autocracies," Austria must be democratic, just as Germany has pretended to be, off and on, since Easter. Therefore "the interests of the State shall no longer be deprived of that effective furtherance which zealous co-operation of a popular assembly rightly comprehending its power, judicious and conscientious, can provide." Charles is going to be a truly constitutional ruler and respect "inviolable liberties," whatever they may be, in Austria. The welfare of the State, the "grim cohesion" of the citizens has convinced him, "cannot be more securely rooted in times of peace than in the unassailable rights of a mature, patriotic, and free people." There is no Austrian "people:" nor can the Austro-Hungarian peoples be considered as politically mature. Germans, Czechs, Poles, Ruthenians, Croatians, Slovenes, Serbs, Magyars, Italians, each is a nation, a people; and not all of them are free peoples. The Emperor reminds the representatives of his peoples that it is his business to conclude peace. That, in fact, is part of his "sublime office."

Austrian parliamentary government, especially since the start of parliamentary obstruction in 1897, has not been democratic. Race and party, not constitutional rights, have been foremost. The Emergency Paragraph in the Constitution makes the Emperor paramount and absolute in effect. Both Germans and Czechs, for race or party reasons, have prevented the voting of supplies, thereby surrendering to the Crown, ruling through a Cabinet responsible to it, not to Parliament, this essential and primary defense of parliamentary and popular liberty. The Emperor looks for happier times and a broadening, hidden in cloudy words, of constitutional and political life:

"A happy development of our constitutional life after the unfruitfulness of the past years and after the exceptional political conditions of wartime—apart from the solution of the Galician question, for which my illustrious predecessor has already indicated the way—is not possible without expanding the Constitution and the administrative foundations of the whole of our public life, both in the State and in the separate kingdoms and countries, especially in Bohemia."

The mention of Bohemia must carry old Czech memories back to 1870 and 1871, when Francis Joseph in Rescripts to the Bohemian Diet three times dangled before the Czechs the hope of a Federal Constitution which he would swear to maintain when he came to Prague to be crowned King of Bohemia. He broke the hope. The Magyars and the Germans, clinging to the then young Dual system, brought about with Bismarck's aid the downfall of the Austrian Premier, Hohenwart, made the scapegoat of the Rescripts. The late Francis Ferdinand was supposed to lean toward the Slavs and some sort of Federalism. The Magyars are more likely to keep on the path of separatism than to consent to an abandonment of Dualism.

A comedy of liberalism is now going on in Hungary; the Emperor's talk about creating "conditions giving scope to free national and cultural development of equally privileged people" may be interpreted in connection with that comedy. He may be a young man of highly liberal mind for a graduate of the archducal school, but the oppression and persecution of Slav peoples have been so familiar and recent in Croatia and Slavonia, in Dalmatia, in Bosnia and Herzegovina, that this sudden ardor for equality is more than suspicious. A "Serb swine" the equal of a Magyar, of a German!

Of course "our group of Powers" didn't begin the war! The complete speech writer, be it Count Czernin or some other master of purple ambiguities who sets this trumpet to the imperial lips, outdid himself in this oration concerning peace:

"And, more than that, it [our group] has, from the moment when, thanks to the imperishable achievements of the allied armies and fleets, the honor and existence of our States no longer appeared seriously threatened, openly and without ambiguity made known its readiness for peace, guided by the firm conviction that the true formula of peace can only be found in the mutual recognition that the positions have been gloriously defended."

Belgium, the beauties of submarine warfare, deportations, devastations, massacres, the rape against monuments of civilisation, these are parts of a "glorious" defense. Each side has fought well. Let us have peace. The formula is curious. Austria-Hungary is but marking time, hoping with Germany to bamboozle the Russians and keep much of the spoil. "Whoever wishes to reopen better and more human relations will certainly find our side ready in a conciliatory spirit." Meanwhile we will fight, if we have to and meanwhile we cheer up the loyal and somewhat hungry population by polite and cheerful talk and promise. If Karl Krause's Fackel is still going in Vienna, warm should be its ironical delight in the Emperor's hope that the Reichsrath will "promote unanimous collaboration among the various races of "the State" and his vision of the moral rejuvenation of Austro-Hungarian political and parliamentary life. So may Budapest become another Emporia.

Italy's Fight Among The Crags

Impossible! Foolhardy! exclaimed the military critics when the Italians began their attempt to invade Austria. A million crags, caves, cliffs, where machine guns could rake them and artillery blow them to bits, must be forced one by one. Every mile had its Thermopylæ, its Dardanelles, its Iron Gates, its impregnable position. Every line was a Hindenburg line, and to advance seemed like courting certain annihilation. But with grim grit they began their up-hill and down-hill fight, and the offensive has been so far successful that the Italians have gained the Carso Plateau and are slowly but surely pushing their way on to the heights overlooking the strategic city of Trieste.

They have done this by fighting their way up into the air for two years. They have scaled the faces of precipices with the enemy always fighting desperately above them; they have carried heavy batteries and supplies up mountains at which Alpine climbers looked askance in times of peace; they have swung bridges from crag to crag, and as they must have water where there was none, they built an aqueduct as they fought their way from peak to peak. Of the battle for Trieste, The Rocky Mountain News says:

We of the Rocky Mountain region ought to be able to sense the difficulties of the Italian campaign against Austria and Germany and better appreciate the difficulties Nature has placed in the way of the Italian arms. In other years the Austrian Empire was able to set its boundary stakes with a view to its own defense, and it erected a barrier in the Alps and along the Isonzo River and its mountain steeps that was supposed to be impregnable.

When the full story has been told of the Italian armies' adventures in the mountains, the world will pay homage to Italy. Why more has not been told during the progress of the war is easily understood. The struggle against man and Nature combined was far removed and the progress was naturally slow. When big guns had to be raised to a peak that the mountain climber cared not to tackle in peace-time, it meant many hours of weary work and desperate encounter with the elements,

(Continued on Page 12)

Unseen Forces In The World War

(*The Outlook*)

For nearly three years attention has been riveted on the battles between the contending armies in the field, and hopes and discouragements have succeeded each other with the varying fortunes on land and on water. Meanwhile a campaign between ideals has been taking place unnoticed but not unimportant. This battle of ideals, not the battle of airplanes, submarines, and cannon, will finally determine the future of Europe.

When, in August, 1914, President Wilson said that the causes of the European war were obscure, he reflected the general sentiment of his countrymen—a sentiment common in England, not unknown even in France and Belgium, and almost universal in Russia. To most Americans the war appeared a mere outbreak of national rivalries. Even so well informed a student of current history as Mr. Frederic C. Howe could see in it nothing but the bitter fruit of commercial competition. The English responded to a double call: England's safety might be imperiled if Germany possessed Ostend and Calais; England's honor would be lost if she permitted Belgium's neutrality to be violated and France to be crushed. In France the majority wished to live in peace, but a large and eager minority were determined to revenge 1871 and recover Alsace and Lorraine. The motives in Italy, the Balkans, Poland, and Russia were still more confused and contradictory.

But in Germany there was no such confusion. Her cause was to her not obscure. She had been consciously and unconsciously preparing for the campaign ever since the defeat and exile of Napoleon I in 1815. The Austrian Emperor gave with naive frankness to the professors of Padua the autocratic ideal of education. His words were: "I do not need savants, but sturdy subjects. It is your duty to educate the young to be such. He who serves me must learn what I order; he who cannot or who brings me new ideas can go, or I will dismiss him." Three-quarters of a century later the present Emperor of Germany repeated in a form less crude the same educational ideal: "'Students,' he said in his address before a meeting of instructors in December, 1890, 'ought to be taught that the French Revolution was an unmitigated crime against God and man, and they ought to be shown the fallacies of Socialism.' In his opinion, the object of education is to teach politics, to create obedient subjects and loyal supporters of the crown."

Both in Austria and Germany the educational institutions have been framed to carry out these ideals. Professors suspected of favoring constitutional liberty have been expelled from the universities. Convinced or acquiescent teachers of autocracy have taken their places. The schools of Germany, in accordance with a system already explained in The Outlook, have been so organised as to train the youth to accept what they are taught and to obey what they are commanded, not to think nor to act for themselves. The result of three-quarters of a century of this educative influence is an autocratic nation. Autocracy has not been imposed on Germany by the sword, it has been wrought in Germany by the schoolmasters.

With the Hohenzollerns autocracy is a religious faith. In 1847 Frederick William IV declared that "no power on earth shall ever succeed in persuading me to exchange the natural relation between King and people for a conventional, constitutional one; neither now nor ever will I permit a written sheet, like a second providence, to thrust itself in between our God in heaven and this land, to displace the old sacred fidelity." It is true that later he accepted a constitution, but under compulsion; his policy changed, not his convictions. The present Emperor has as little respect for constitutional government as his ancestor. "We Hohenzollerns," he says, "take our crown from God alone, and to God alone we are responsible in the fulfillment of duty." But his autocracy is not merely personal, it is national. He is the God-appointed ruler of Prussia. Prussia is the divinely appointed ruler of Germany, and Germany's divine mission is to rule the world. This mission he defined very clearly in his dedication of a museum at Saalburg in October, 1900:

"With the first blow of my hammer I therefore dedicate this stone to the memory of Emperor Frederick III; with the second I dedicate it to German youth, to the generations now growing up who may learn here in this restored museum what a world empire means; with the third I dedicate it to our German Fatherland, to which I hope it will be granted, through the harmonious co-operation of princes and peoples, of its armies and its citizens, to become in the future as closely united, as powerful, and as authoritative as once the Roman world empire was, and that, just as in old times they said, *Civis romanus sum*, hereafter, at some time in the future, they will say, I am a German citizen."

In view of this authoritative statement, no room is left to doubt what Germany means by the phrase so often found in German political writings—"world empire."

This ambition of world empire sedulously cultivated by a carefully organised and directed system of education has taken possession of the German people; it has found expression in their philosophy, their literature, and their religion. A few years ago Professor Eucken visited America. His attractive personality charmed all who met him; his philosophy was welcomed as a rational and spiritual re-enforcement of Christian faith, and by none more heartily welcomed than by The Outlook. The autocratic spirit of the German people has been expressed by him since more subtly but scarcely less clearly than by his Emperor: "To us more than to any other nation is intrusted the true structure of human existence; as an intellectual people we have, irrespective of creeds, worked for soul depth in religion, for scientific thoroughness, for the creation of independent personality in our educational method. . . . All this constitutes possessions of which mankind cannot be deprived; possessions the loss of which would make life and effort purposeless to mankind." Twenty-five years of residence in an American university did not succeed in modifying this spirit in Professor Hugo Munsterberg. Writing since the outbreak of the war, he said: "In the German view the state is not for the individuals, but the individuals for the state. . . . If this is the moral background, the power of the state must be symbolised in a personality which is entirely independent from the struggle of the individuals as such. A president is the product of parties; his real strength lies in the fact that the will of a majority has selected him and has empowered him. The whole meaning of a true king lies in the fact that his strength is not the result of the struggling wills of individuals. He symbolises the state as a unit and not as a mere sum of individual persons."

That ode to Odin, "The German God," which The Outlook quoted in its issue of May 2, illustrates the presence of this autocratic spirit in German literature; the popularity of this ode indicates how widely diffused among the German people is this idolatry of power. Less dramatic, but not less significant, is another popular utterance quoted by Dr. J. P. Lang in his volume "Hurrah and Hallelujah:" "Formerly German thought was shut up in her corner, *but now the world shall have its coat cut according to German measure*, and as far as our swords flash and German blood flows, the circle of the earth shall come under the tutelage of German activity."

In other countries Socialism and imperialism are sworn foes, but in Germany imperialism has embodied in the state some of the theories and some of the practices of Socialism, and as a result there are leading Socialists in Germany, how many and how influential we do not know, who are ready to enter into partnership with imperialism in securing for Germany a world empire. A single quotation from a single Socialist must here suffice to make this clear. Herr Richard Calwer, a Socialist, writing in the Sozialistische Monatshefte, says: "There is no industrial country in the world which has so large an increase of population as Germany. We see how the enterprise of all other powerful industrial lands—Japan last of all—appropriates the globe, and Social Democrats cannot expect German enterprise to stay quietly at home and renounce the aims of world policy. How is it expected that Socialism will be realised if this view prevails? Should not and must not capitalism first bring the world under subjection before a Socialistic organisation of economics will be possible? If this question be answered affirmatively, it follows that capital—including German capital as well—must go forth and subdue the world with the means and weapons which are at its disposal." We commend this paragraph to the consideration of American Socialists.

Religion sometimes restrains, sometimes intensifies, a popular sentiment. In Germany religion has intensified this conviction that the German people are chosen by God to conquer and rule over a submissive world. "Germany," says the Rev. H. Francke, "is precisely—who would venture to deny it?—the representative of the highest morality, of the purest humanity, of the most chastened Christianity. He, therefore, who fights for its maintenance, its victory, fights for the highest blessings of humanity itself and for human progress. Its defeat, its decline, would mean a falling back to the worst barbarism." And we cannot forbear quoting, as an illustration of the spirit in which this conquest is to be carried on, the following paragraph from the "battle prayer" of another German pastor, Konsistorialrat Dietrich Vorwerk: "Thou who dwellest high above cherubim, seraphim, and Zeppelins in thy heaven, thou who art enthroned as a God of thunder in the midst of lightning from the clouds and lightning from sword and cannon, send thunder, lightning, hail, and tempest hurtling upon our enemy, bestow upon us his banners, hurl him down into the dark burial-pits."

If it is true, as Mr. Paul W. Brown shows, that the Prussian Government of Germany misrepresents the German people, it is also true that for forty years it has been educating the people of Germany to accept Prussian standards and the Prussian ambition.

With this ambition for world empire, inspired by pulpits as a religion, inculcated by universities as a philosophy, disseminated by the press as a patriotic and pious sentiment, embodied in the army as a national duty, focused and directed by the Emperor as a minister of the Almighty the campaign of 1914 against the liberty of Europe was initiated.

Nearly three years of war have passed, and Germany is not so near the realisation of her ambition as she was at the end of three months. Though suffering much privation, she is not starving nor is she likely to be starved. Though with diminishing resources in men and materials, she has still reserves to call upon. But her ideal is shattered. She intended to crush France, and France is not crushed. She has learned from General Haig that the army of England is not insignificant. The revolts she anticipated in India, South Africa, and Egypt have not taken place. Her policy of terrorism has not daunted Belgium and Servia, but it has united Christendom against her. She was resolved to increase her colonies; the colonies she had are taken from her. Bernhardi told her she must choose "world empire or downfall." She has no prospect of world empire, and the Government is keeping up the waning resolution of her people by warning them of the peril of downfall. The contradictory reports which are permitted to reach us leave nothing certain except the existence of conflicting factions in her population. But of two things we may be reasonably sure: one, that the Government would gladly welcome peace could it be had with a restoration of Germany's position before the war; the other, that the popular demand for a constitutional government can no longer be contemptuously refused. The Emperor can only propose to postpone its consideration until after the war. Germany is no longer inspired by the vision of a re-established Roman Empire under a Hohenzollern dynasty. In one of Raemaekers's cartoons the artist graphically portrays the Emperor awakening from his night's sleep, with the sentence, "I had such a delightful dream that the whole thing was not true." If it were not true, the fact would be a delightful reality alike to Emperor and to people.

Meanwhile the ideals of democracy have grown clearer and the resolve of democratic nations stronger. There is among them neither dimness of vision nor infirmity of purpose. If both were truly reflected by the President of the United States in his statement of August, 1914, that the causes of the war are obscure and its issues do not concern us, it is equally certain that he reflected the present judgment of the civilised world in his statement of April 2 last, that "the world must be made safe for democracy. Its base must be planted upon the tested foundations of political liberty." England no longer fights merely for national safety and national honor; nor France for the protection of her borders and the recovery of her ravished territory; nor Italy for the completion of her incompleted national unity; nor Russia for a free pathway to the Mediterranean Sea. They are fighting—we quote the President again—"for the ultimate peace of the world and for the liberation of its peoples, the German people included; for the right of nations, great and small, and the privilege of men everywhere, to choose their way of life and of obedience." The United States has not been led nor forced into the war, but impelled into it by a tardily awakened consciousness that the foundation of the Republic—the inalienable right of every man to life, liberty, and the pursuit of happiness—is assailed and endangered by Germany. The peoples of South America are with difficulty restrained from following our lead. Ten free nations are united in this campaign, not by their selfish interests or their national ambitions, but by their loyalty to a common ideal of justice and liberty.

In such a battle neutrality does not and cannot exist. "Now we know," says the London Times Literary Supplement, "that our alliance is not merely one combination against another, nor outer Europe against Central Europe, but the enlistment of the will, the conscience, and the hopes of mankind against a criminal." The Church sees the meaning of Christianity with a clearness of vision never before experienced. It sees that paganism means that the poor, the ignorant, and the weak shall serve the rich, the wise, and the strong; that Christianity means that the rich, the wise, and the strong shall serve the poor, the ignorant, and the weak. In vain the preachers of pacifism cry, "Peace! Peace!" when there is no peace. Odin is no match for Christ. The greater part of the civilised world contributes its men and its money, and the whole civilised world its sympathy, to a campaign the significance of which Julia Ward Howe has interpreted in her "Battle Hymn of the Republic:"

"In the beauty of the lilies Christ
was born across the sea,
With a glory in his bosom that
transfigures you and me:
As he died to make men holy, let
us die to make men free,
While God is marching on!

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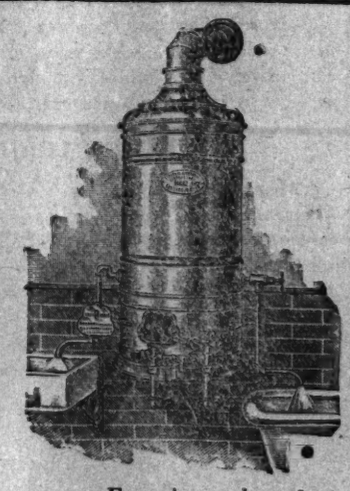

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Bringing Up Father — By George McManus

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AH! HA- HERE COMES A BEAUTY- I'M GLAD MAGGIE ISN'T HERE!
PARDON ME - HAVE YOU "KISSED ME IN THE MOONLIGHT"?
NO- MAM!
IT MUST HAVE BEEN THE GUY THAT'S HERE AT NIGHT!
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A Good Page to Read in the Leisure Hour

For Those Who Like To Make Candy

Americans are credited with a strong and decided liking for candy, and certainly the exchange of recipes for making delicacies of that class has flourished from boarding-school and college days on. Here are a few examples of popular confections:

Ten-Minute Fudge—Mix together 2 cups of granulated white sugar, ¼ teaspoon salt, and ½ cup of milk (a generous measure), and add 2 squares of unsweetened chocolate. Let it cook 6 minutes after it comes to a boil. Remove from the fire, add 1 tablespoon butter and 1 teaspoon of vanilla and beat 4 minutes. Pour into a buttered pan.

Chocolate Creams—To the white of 1 egg, add an equal measure of water, and ½ teaspoon of extract of vanilla. Blend and work into it 1 pound of confectioner's sugar. Mold this fondant into small round balls and dip them into melted unsweetened chocolate. Place on buttered paper until hard.

Old-Fashioned Molasses Candy—Boil together 2 cups of molasses, 1 cup of sugar, 1 tablespoon of butter, and 1 tablespoon of vinegar. When a little of it forms a hard ball, on being dropped into cold water, remove from the fire and pour into a buttered pan. When cool enough to handle, pull it until it is light colored. Cut ropes of it into small pieces and cool on buttered papers or plates.

Fruit and Nut Glace—Heat gradually 2 cups of sugar; ½ teaspoon of cream of tartar and ½ cup of water. Let it boil without stirring, until it snaps easily when a little is poured into cold water. Set the pan into cold water to prevent further cooking, then set it into a pan of hot water to keep it hot. Into the sirup dip pieces of pineapple, figs, dates, walnuts, Brazil nuts —whatever fruit or nuts one wishes to treat in this way. Lay them, after dipping, on pieces of buttered paper or on buttered platters. It is necessary to work very rapidly. All the fruit, buttered plates, etc., should be quite ready for use before the sirup is made.

Nut Brittle—Butter a pan and sprinkle walnuts or peanuts, broken into small pieces, over it. In a saucepan on the stove, put 1 cup of sugar —or more, according to the quantity of candy desired—and let it melt rather slowly. Be carful not to let it burn. It usually looks as though it were going to just before it finally melts. Pour it quickly over the nuts in the buttered pan and rub the surface over with a piece of lemon.

Another recipe for the same kind of candy and one which is, perhaps, easier to make, calls for 1 cup of sugar and 1 cup of hot water. Boil these together until the sirup is brittle when subjected to the cold water test, then pour it over the buttered pan sprinkled with chopped nuts. Figs may be cut up and used in the same way to good advantage, so may dates and shredded coconut.

Brown Sugar Taffy—Boil 1 cup of brown sugar, 2 tablespoons of molasses, 4 tablespoons of water and a piece of butter the size of an egg until a teaspoonful of it will harden when dropped into cold water. Pour into a buttered pan and cut into small squares when cool.

Vinegar Candy—Boil together for about 20 minutes 1 cup sugar, ½ cup of water, 2 tablespoons of vinegar, 1 tablespoon of molasses and a piece of butter the size of an egg. As soon as it is cool enough to handle, pull it until as white as possible.

Cream Coconut Candy—Boil 2 cups of white granulated sugar and 1-3 cup of water until it is stringy, usually not quite 5 minutes. Let it cool, then beat with a fork until it becomes creamy in appearance. Then thicken it with shredded coconut and flavor with extract of vanilla.

Marshmallow Fudge—Boil 2 cups of sugar, 1 heaping teaspoon of white flour, a pinch of salt, 2½ squares of unsweetened chocolate and ¾ of a cup of cream or rich milk until a little of it will harden, but not become brittle, when dropped into cold water; add 1 tablespoon of butter. Remove from the fire and add 1 teaspoon of extract of vanilla. Beat and, when almost ready to pour into the buttered pan, fold in about ¼ of a pound of marshmallows which have been cut into quarters.

Gingerbread Candy—Mix well 1 cup of molasses, 1 cup of white granulated sugar, 3 tablespoons of vinegar, ½ teaspoon of salt. Let boil over a good fire. When it looks as though it were almost done, add 2 tablespoons of butter. Try by dropping a little in ice water. When that is brittle, the candy is done. Add 1 teaspoon of vanilla, stir that in and then beat in 1 heaping teaspoon of saleratus. Pour into a buttered pan.

Cream Puffs—Boil 2 cups of brown sugar, ½ cup of white sugar and 2-3 of a cup of cold water until it threads from a fork. Beat the white of 1 egg very stiff, adding a pinch of salt to it. Pour the boiling sirup over it, beating constantly and beat until it is creamy; then drop from a teaspoon on buttered paper, or saltine or unsweetened crackers.

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All Over The World

It is a pity that some of the gentlemen who attempt to keep the world informed as to what their neighbors are saying or doing, do not show a little more regard for what those neighbors are saying in what they themselves are doing. Thus, for some time past people have been puzzling as to what the Russian proclamation did say on the subject of annexations. First a certain agency announced that it had declared that there were to be no annexations and no contributions. Then, after an interval, this was improved to no annexations and no indemnities, and all by way of showing how the Russian support of the Allies in the war was going to pieces under the strain of the revolution. Now that the Russian papers are available, however, it appears that what the proclamation did say was that Russia did not desire any forced annexations or any contributions, which is just a trifle different from either of the two other versions of what the Provisional Government was supposed to have said, but never did say.

Among the guests of the American Press Humorists at their annual gathering, in New York, was Charles Bertrand Lewis. Comparatively few will recognize him by that name, for his celebrity as a writer of humorous matter was gained under the nom de guerre of "M. Quad." His sketches of everyday experiences in the columns of the Detroit Free Press were widely read and enjoyed during a long period. "M. Quad," who borrowed his literary name from the printer's case, has often been described as a typical American, and a typical western American, humorist of the "Petroleum V. Nasby," "Fat Contributor," "Danbury News Man" school, and the description has not been far astray. In recent years he has devoted himself to a more serious kind of literature, over, or under, his own and less familiar name.

One shadeless First of May
I walked a towny way,
And incontinently sighed
For the country, fresh and wide,
When my dust-laden eyes
Saw, with a glad surprise,
Four blue butterflies.
They floated through the heavy air
As if from Paradise they were
Newly come.
It is their home.

Thus did a great Lancashire paper give welcome to May 1. "The merry month of May" was hailed, in old Lancashire and Cheshire, by the singing of May carols. The town of Swinton had its "Mayers" who went their rounds in April, bringing their caroling to a finish on May Eve. The party consisted of five or six men who accompanied themselves with fiddle, flute and clarionet. The refrain of their "New May Song," "And the baziers are sweet in the morning of May," recalls the old Lancashire weavers' particular partiality for the auricula, and their fame as successful growers of the flower. "Bazier" is a corruption of "bear's ear," and is the auricula's folk name.

The fact that the present year is the centenary of the inauguration of the co-operative movement, in the United Kingdom, makes the following announcement from the Manchester Herald of just one hundred years ago particularly interesting: "In the next page of this paper," the Herald announced, "our readers will find the much talked-of plan for the maintenance of the poor, by Mr. Owen, at full length. It will be read with much interest, not only on account of the great importance of the subject, but because the author is known to many of our readers from his former residence in Manchester." Robert Owen was, of course, the father of the co-operative movement in England.

"Drift Seeds," blown by chance winds, clothe the hedgerows in loveliness. The turn of a corner, the bend in a lane, and behold some marvel of color and fragrance. The echo of nature comes drifting into the cities, from whence pristine beauty hafied, transmitted through the printed page of book, magazine or daily paper. Not to be disdained is the stirring of the imagination which, back of the printed page, reveals the vision of some distant, perhaps altogether faded, loveliness, some "glade filled with a crimson mist, caused by myriads of foxgloves." There is a pen picture, a casual reference in a letter to the press, yet how it beckons to an excursion in the fields of fancy and of memory.

The Indians of the Five Civilised Tribes of Oklahoma are going into the food-supply movement with hearts and hands. Every head of a family among them is said to be responding promptly to the request of the bureau agents that he shall plant at least one acre more than usual this spring. This should mean an increase in the area commonly under their cultivation of 100,000 acres. The Five Civilised Tribes, by the way, are the Cherokees, the Chickasaws, the Choctaws, the Creeks, and the Seminoles. These numbered, in 1915, about 118,000. The time is not far distant when the term "civilised," as applied exclusively to the Five Tribes, will be manifestly invidious.

Adocates of equal suffrage who have devoted much time to its promotion are turning their activities into other channels, now that the success of that cause appears to be assured. The Ontario Equal Suffrage League may be cited as an illustration. That body has reorganised, under the name Ontario Citizens' League, and has adopted a platform including a number of needed reforms. Temperance promulgators will doubtless pursue a similar course, on the arrival of national prohibition. Workers for civic progress are certain to find plenty to do, if not in one field, then in another.

WHERE RUNS THE RIVER?

Where Runs The River? By Henrietta Leslie. E. P. Dutton & Co. $1.50 gold.

Comparisons between a river and the life of man—or woman—have always been popular, but in her new story Mrs. Leslie has carried the symbolism rather further than is usual. Her heroine, Fluvia, we first meet near a mountain stream which indicates her youth, the beginning of her career; we part from her beside the sea, when the current of her life merges into the great mysterious ocean. Between these two come marshland, running water, and so on. It is in Wales that the tale opens, by the rill which bubbles down from the mountain summits and there are some gracefully written descriptions of the scenery near the cot age where Fluvia lived with her guardian, the old man she called "Wisdom." These descriptions, indeed, are the best part of the book.

It is a fanciful and pleasant, though fragmentary and not particularly interesting little tale, this of Fluvia. Several men of different types deflect the course of her life at different times; the artist, Christopher Fawle, whom she meets in her Welsh and mountain brook days; the "Gray-haired Man," Stephen Lade, who took her to the stagnation of the marshes, and one or two others, ending with the musician, Miles Meredith, with whom she went down to the sea.

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AUSTRIAN LOSSES ON CARSO TERRIFIC

Large Areas Occupied By Victorious Italians Littered With Enemy Dead

MANY CANNON CAPTURED

Many Guns and Machine Guns Destroyed By Retreating Army—Prisoners 23,681

By Perceval Gibbon

With the Italian Army, May 29.—The great battle until now had proceeded in vehement sunlight which radiated from every stone of the rock-floored Carso in an oppression of painful heat. This was broken yesterday in a thunderstorm, and since then rain squalls have been drifting over the droughty front, where all that variety of work is proceeding which is the sequel to any great battle.

The Austrian counterattacks have been broken at various points, and here and there, as on the road leading east from San Giovanni toward Duino, the enemy's attacks have been repulsed. In the north the crest of Vodice has been bombarded and attacked futilely, and the Italians are pressing down the southern slope toward that high saddle which links it with Monte Santo.

The Franciscan monastery, which crowns Monte Santo now lies in just such a slide of broken stone as Arras Cathedral. The Italians have been into it several times, but it appears now to be a No Man's Land, since nothing can live there. Under the fire which daily threshes its desolation. When I last saw it stormed I saw Italian signallers wig-wagging to the valley below from the very terraces on which the monastery stands, and the infantry still lying below the wreck of its walls.

The crypt of the monastery church, which was built to commemorate an appearance of the Virgin, has been enlarged and adapted by the Austrians into a system of bombproof shelters, and it is believed that during the last bombardment, which spilled the remainder of the building on the entrances to the subterranean chambers, a certain number of Austrians were imprisoned among the tombs. Prisoners affirm this, and the Italian soldiers who crawled into the ruins and out again report having heard sounds indicating that these refugees among the graves were trying to dig their way out to the death that awaits them in the open air.

In Carso, apart from the business of consolidating the newly won ground, the chief work is burying the dead and taking stock of the booty. Everywhere there is evidence of the ghastly Austrain losses. There are whole areas of ground over which the fight stamped its way southeast of Jamiano and Hudilog and along the battle ground parallel with Castagnexizza Road which are littered with bodies clad in that dull grey which is Austria's fighting color. There, for the first time during this offensive, one sees what was so common on the Somme—steel helmets of the enemy lying about, many smashed or drilled by bullets.

The Italian official communique has not enumerated all the guns and machine guns discovered which had been either put out of action by our fire or destroyed by the enemy at the last moment. One whole battery of heavy artillery was blown up by the Austrians near Selo. Observers of those southerrn positions, which command a view of the long coastwise road to Triest, remarked that for three days there had been a throng of traffic toward the rear, while the capture of several batteries intact, with gunners, revealed the fact that the Austrian artillery equipment in these parts includes prepared charges of guncotton for the destruction of guns.

Many battalions are identified, of which the only survivors are prisoners in our hands. They vary extraordinarily, running the gamut of every shade of temper from shattered men half insane after the terrors of the bombardment and assault to servile creatures, who had been searching for an opportunity to surrender for weeks. They seem to have spent the Winter acquiring the temperament of defeat.

BIGGER ARMY FOR BRAZIL

Strong Movement On Foot To Reorganise the Military Forces

Rio Janeiro, June 1.—A political movement of considerable strength is on foot to bring about re-organisation of the army.

Mario Hermes has moved in the Chamber of Deputies that representatives of the War Ministry appear before the Chamber in secret session to discuss the question and the voting of credits for military purposes.

Another measure has been introduced under which the Government would be authorised to increase the strength of the army by voluntary enlistments and providing also for the creation of a Parliamentary Committee of National Defense.

Campaign Against The Turks

Petrograd reports that (1) near Erzingan an important position has been recaptured from the Turks. This probably marks the resumption of activities in the Caucasus. Another Russian army is advancing from Persia (2), and General Maude, who has effected a junction with a third Russian force (3) near Khanikin, is pushing his campaign well to the north of Bagdad. Earl Curzon's recent injunction in the House of Lords, "Keep your eyes on Mesopotamia," is considered highly significant in England.

Italy's Fight Among The Crags

(Continued from Page 10)

to say nothing of the enemy sniper. The campaigns of Hannibal and Napoleon encountered fewer obstacles than those which the Italian armies in the Trentino and the Isonzo have overcome since they entered the war.

Even on the plains around Trieste the Italians have had to and are now fighting a double campaign. Nature in her freakish moods provided trenches and underground workings all about the strategical city which German inventive genius could hardly have improved. The dolomite caves are far superior to any artificial creations of the Austrians. If we have wondered why the Italian Army has given months and months to the campaign between Goritz and Trieste, it is because we failed to realise the tremendous difficulties.

Mountains rise to 6,000 feet high, on the sides of which here and there pine-trees have taken root, while in the foot-hills, junipers, thorns, and wild cherries form scattered clumps of tangled bushes. In the hollows, where millennial rains have reduced the rock to a blood-red earth, the peasants cultivate little patches of corn, beside which they live in wretched huts.

If one wants to see the Carso one must go down into it and explore its labyrinths of caves, and rivers, and lakes. Four hundred and eighteen of its internal grottoes and abysses have been explored by members of the Alpine Club, but fully as many more remain to be penetrated.

The explorers used rope ladders, acetylene torches, and camp telephones in their work and carried barometers, compasses, steel surveying chains, and cameras. Their clothes were heavy material, and they wore helmets to protect their heads from the rocks that fell when disturbed by the ropes.

To see these caverns one has often to crawl prostrate through narrow passages in slimy rock, to let one's self be lowered at the end of a rope, or to be carried down on a raft. The dripping of many waters fills the air with a music like that of chirping birds; the rustle of the wings of myriad bats is echoed back and forth in the darkness; the walls are slippery with the slime of immemorial floods; huge stalactites hang from the black depths above toward monstrous stalagmites that point up from the black depths below, like the fangs of Titans; at times stalactites and stalagmites have met and formed solid pillars hundreds of feet high, which are grouped like the trunks of the giant redwoods of California.

Of all the many rivers that flow into the Carso, the grandest is the Timavo, which emerges 200 feet wide from a cavern at San Giovanni di Duino, with a flow of more than 85,000,000 cubic feet a day and, after a course of a few miles, falls into the Gulf of Trieste. The source of this river is on the other side of the plateau, in a grotto between the Schneeberg and Fiume, and, under the name of Recca or Reka, it runs northwest for about forty miles, only to plunge into the colossal caverns of St. Kanzian, where it makes one of the greatest underground rivers in the world.

It flows for nearly twenty-two miles through a labyrinth of caves and tunnels, often 900 to 1,000 feet below the surface, receiving other affluents in its course, burrows right under the mountains called Tschitschen-Boden, and emerges as the Timavo.

The grottoes of St. Kanzian, or Canziano, into which the Recca disappears, begin at the end of a deep, narrow gorge which is closed by a perpendicular wall 550 feet high. In front of this cliff and about 100 yards distant is another wall, like a portcullis, under which the river rushes through a triangular hole. It then falls in a cascade to the foot of the great cliff, spreads out into a lake and takes its subterranean way in a series of cataracts, falling ever and ever deeper into the starless night of the bowels of the earth.

Some adventurous spirits explored this underground river with ropes, and rafts, and torches, descending twenty-two waterfalls until, after a course of about two miles, they came upon a great lake, which seemed to have no outlet. Its water, however, soaks through the spongy rock and oozes through narrow fissures.

The river is found again in a grotto at the village of Trebiciano. The city of Trieste has made this accessible to adventurous explorers by building ladders of pine down the perpendicular walls of the pits.

Your climb down 1,000 feet, often through crevices so narow that it seems as if the rocks would close upon you. One pit follows another, joined by low tunnels through which you crawl with difficulty. Some times you have to hang by your hands from the lowest rung of a ladder and, suspended over a bottomless abyss, feel with your feet for the uppermost rung of the next ladder, while water drips, drips, drips upon you and covers you with the slime of ages.

At last you reach a cavern, 300 feet high, 700 feet long, through which the river flows, emerging from a gigantic tunnel. At the end of this grotto it forms another stagnant pool, the waters of which are filtered through more porous rock and gathered again into the giant stream which bursts from the side of the mountain at San Giovanni di Duino for its final dash to the sea.

Sometimes the rocks through which the water soaks get choked; then the water quickly accumulates and in a few hours becomes from 300 to 500 feet deep in the cavern. The pressure becomes so great that the air rushes forth from the holes in the ground so violently that once it blew high into the air a great trap-door and hut which had been built at the entrance to the first pit.

The only way to Trieste for the Italian Army lies across this petrified chaos. What the Austrians have done to fortify it is not yet known, but it does not take an engineer or a strategist to understand what limitless possibilities it offers for defense and what almost superhuman efforts will be necessary to conquer it.

Trieste is safe from the sea until the heights of the Carso which frown over it shall have been taken.

SPANISH TROOPS IN RIOTS

Several Officers Locked Up Because Of Barcelona Disorders

Madrid, June 1.—Disorders participated in by soldiers have occurred in Barcelona and several officers have been imprisoned in the fortress.

When reports of the disorders came out here the Minister of War was questioned and confirmed the fact and furnished the additional information that a number of officers had been locked up in the Montjuich fortress, adjoining Barcelona.

According to later news these officers include a Colonel, a Lieutenant Colonel, a Major, a Captain, and two Lieutenants.

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ATLANTIC FLEET IN FIGHTING TRIM

Most Powerful Sea Force Ever Assembled Under The Flag Is On Edge

LIKE A WORKSHOP OF WAR

Waiting Period Spent In Turning Out Gun Crews For Merchantmen

With the United States Atlantic Fleet, May 24.—The big ships of the most powerful fleet ever under the American flag, when visited by a correspondent of The Associated Press, through arrangement with the Committee on Public Information, were working day and night to bring about the defeat of Germany on the sea. Ready for battle, they are spending the waiting period turning out sailor men.

The fleet, temporarily, is a great workshop of war. Already it is turning out one of its finished products—men who can fight. They are serving the guns on American armed merchant ships. Its other product—men who can run the great merchant fleet the United States will use to feed the Allies—will be ready as soon as the ships are ready.

Five-inch guns, the kind principally used against submarines, are there by the hundreds. On the decks great turrets house long fourteen and twelve inch rifles—three or two to a turret. On high platforms guns used for defense against airplanes point to the sky. Brass is always shining, steel is always polished, paint is always new, decks are always white from scrubbing.

The men behind the guns have lost shipmates in the war—they were gun crews on merchantmen sunk by German submarines. And other shipmates now are on duty aboard the destroyers operating with the British and French fleet. The men with the Atlantic Fleet are working to prepare themselves to avenge the killing of their mates.

Here's what happened the other day: A crew was practicing with a five-inch gun. A bluejacket about 17—he still had down on his chin—was pointing. He grasped handles on a broad brass wheel; his eye was steady at the end of a long sight, through which he saw the target. His duty was to keep the gun on the target so it might be fired any time. Around this beardless youth were grouped other gunners ready to fire when his crew had completed its period.

First Shot Hits

The breach snapped open, the load was thrown home, the breach was hurled back in place, and then a buzzer, operated from the fire control station, sounded; there was a flash, a roar, the hiss of a projectile speeding through the air, and the louder hiss of compressed air blowing smoke out of the gun. Miles away the projectile struck the target.

"Guess that's bad," said an old man-o'-war's man looking on admiringly at the third shot, as the gun crew got the range and the pillar of white water leaped into the air.

Suppose that had been a submarine and—"

The buzzer, the roar of the gun, and the hiss of air interrupted him.

"Another hit! That's some shooting."

On the after deck latest arrivals aboard the ship were set to work that day, and every other day, in fact, upon the loading machines. They consist principally of a breach and block and a slide that carries away dummy projectiles and powder bags. Officers with stop watches in their hands set one crew after another to work, the idea being to develop extreme loading speed by competition. The newest members of the ship's companies work for days at these loading machines. The next step in their training carries them to the guns. But they are not yet ready to fire the regular charges. One-pounders that go off with a sharp crack are lashed on top of the big guns and the crews go through all the motions of firing, but instead of a big shell a little one weighing a pound speeds for the target when the buzzer sounds or when the turret Captains in charges of the bigger rifles yell "Fire!"

After a period of firing with the subcalibre arrangement the crews get down to real battle practice. There are few busier places than a turret in action. Concave steel walls are all around, and a steel roof is just above the heads of the gunners. The pointers sit far forward, underneath the barrels of the guns. Little seats like those on a motorcycle are there for them and on every side are instruments. As the turret begins to fire, a lift, bearing the huge projectile, bangs up from below, great bags of powder slide from the magazines into a long brass trough. Husky bluejackets toss the powder into another brass trough that is slipped into position at the gigantic breach. The projectile, almost as large as a man, meanwhile has been rolled into the trough, a long automatic rammer has jumped from the rear and shoved it into the barrel. The powder bags are driven home, a man at the breach swings a lever, a ton of steel swings up with a hiss of compressed air. The breach block turns and locks, a buzzer sounds, the charge is ignited, and with a rush of air the guns recoil about a yard and then jump back into position. There is a loud "swish" as the guns come back and then go forward. Inside the turret not much more than that is heard.

Outside it is much different. There is a flash, a roar, a ring of smoke, and the loud whistle of the projectile rushing through the air. So great is the concussion that every man outside has cotton or some other substance in his ears to save his ear drums from being broken.

Landsmen Learn Quickly

Fifteen seconds from "Commence firing" to "Fire" is considered good time for the big guns in the navy. They have new gun crews in training now who never saw salt water until three weeks ago who are doing the thing easily in sixteen seconds.

Some nights the ships of the fleet cruise in waters nearby for night battle practice. Other nights they are anchored in the base waters, where crews are drilled at torpedo defense. The guns are manned and dummy torpedoes and submarines are picked up by the searchlights and theoretically destroyed.

The fleet has gained efficiency in torpedo defense. They tell a story in the ward rooms of an American submarine which decided to change its anchorage without giving notice. The fleet is dark after a certain hour at night. Not a light shows, but the watch is intensely alert. One of the deck officers saw the submarine outline itself and a gun quickly was trained. The submarine was hailed, but the men on it failed to hear. The fact that the submersible was running behind the patrols was the only thing that saved it. A five-inch gun probably would have blown it to pieces if the manoeuvre had taken place on the other side of the net. Now submarines don't move around like that at night. It was dangerous business.

Before the fleet is darkened the ships present an inspiring spectacle. Lights, as of a city, show everywhere. Blinked signals flash on and off—signaling in the dots and dashes of the Morse code. Long fingers of white from searchlights shoot up into the sky—on and off—on and off—signaling also with dots and dashes.

Other searchlight beams pick up boats that approach them, some illuminate a landing wharf. Away in the distance searchlights of the patrol boats flash on every now and then; sweep the waters to discover that what might have been a periscope is only a whitecap. Then they flicker out again. From the shore, at night, boats passing anywhere in the neighborhood suddenly find themselves in the glare of searchlights.

While the gun crews are being trained on some of the ships, aboard others men are being trained to run the German vessels the United States will operate as soon as repairs are made to their engines, and the fleet of merchantmen being built to carry food and supplies to the Allies. The fleet is training engineers, electricians—men to fill every position. The Atlantic Fleet is confident that it will be able to supply a full complement for every ship, for the navy is getting men now faster than ever before, and if the officers are proud of their ships, the guns on the decks, and the power of the engines in their hulls, they are doubly proud of the spirit of the new men who are coming into the navy.

New Men Keen To Fight

"These new men have come into the navy to fight," a ranking officer said, "and they want to get into the thick of it. We are turning out gun crews every day and every day we get orders for more. In three months from now many hundreds of gun crews will have left the fleet for places where they may sink German submarines or cheerfully give up their lives trying. And these boys—for most of them are no more than that—can shoot."

A large majority of the new men in the fleet, their officers say, have come from farms, especially in the Middle West. On any ship may be found

(Continued on Page 14)

Petain French Chief Of Staff

GEN. PETAIN.

General Petain, who commanded the French army defending Verdun during the critical stages of the battle in February and March, 1916, is now Chief of Staff at the Ministry of War, according to despatches from Paris. The post of Chief of Staff was discontinued some time ago, but is now revived.

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SANK AMERICAN SHIP AND ROBBED THE CREW

Germans Searched Captain And Sailors After They Took To Boats

New York, May 30.—Captain Frederick L. Foote of the American schooner Margaret B. Rouss arrived yesterday at an American port with seven members of the crew of his vessel, which was torpedoed without warning on April 27 about forty-five miles off the coast of Monaco, on the Riviera. Captain Foote brought the first news of the sinking of the vessel. He said the crew of the German submarine behaved like pirates of the olden days and robbed him and his crew of every article they possessed when they were in the lifeboat.

"We left St. Andrew's Bay, Fla., on February 4, for Genoa with a cargo of pitch pine," said Captain Foote. "All went well until just after 6 o'clock on the evening of April 27, when the schooner was about forty-five miles off Monte Carlo. Suddenly a torpedo struck the vessel on the starboard side amidships with terrific force and tore her planks open, letting the sea pour into the hold. We got the lifeboat launched safely, and had just clambered into it with what articles could easily be saved when a submarine appeared on the surface about half a mile away to starboard. A boat put off from her side with the commander, a junior officer, and four seamen, and pulled over to the Margaret B. Rouss, which did not sink quickly on account of being laden with lumber.

"After ordering me to stand by with the boat, the commander and his party went on board the schooner, where they spent two hours rummaging the cabins and storerooms, and filled their craft with all kinds of loot. Not content with that, the Germans came alongside our boat, and the sailors searched our clothes and took away everything we had, including money, tobacco, pipes, and food. They also carried away my sextant, compass, charts, and the ship's chronometer. Then they pulled back to the schooner, which was not sinking fast enough to please the commander, and put bombs in her hold which blew her up.

"After pulling for forty-five miles over a calm sea, we landed at the port of Monaco, and climbed up to Monte Carlo, where James Gordon Bennett and the Prince of Monaco took care of us and sent us home."

The Margaret B. Rouss formerly was the Herbert Fuller, which was the scene of a marine tragedy in July, 1896, when Captain Nash, his wife, and the second mate, Bloomberg, were killed in their berths by Thomas Bram, the first mate. Bram was convicted in Boston and sentenced to life imprisonment.

SUBMARINES COLLIDE IN ENGLISH CHANNEL

U-Boat And Britisher Were Unable To Maneuver For a Fight

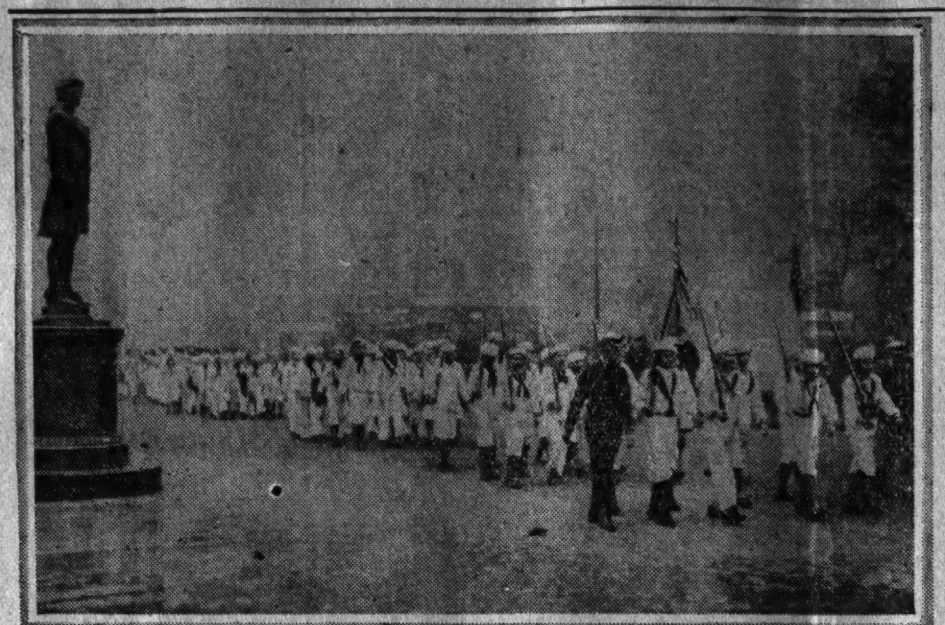
Amsterdam, June 1 (via London.)—A submarine collision of a British submarine and a German U-boat is reported by the Rheinische Westfallische Zeitung of Essen, which describes the incident as unprecedented.

The paper says that the collision took place "in the Channel" on April 19 and declares that a German U-boat, while submerged, rammed a British submarine; that the British boat emerged, bringing up the German submarine lying across the bow of the British vessel.

The German vessel slid off into the water and both vessels started their engines, and, when separated by about fifty yards, both dived. The commander of the German U-boat did not see the British submarine again.

The paper asserts that both submarines were anxious to fight, but that it was impossible under the circumstances.

Junior Naval And Marine Scouts Ready For Service



JUNIOR NAVAL & MARINE SCOUTS

Boys of the American Junior Naval and Marine Scouts parading through City Hall Park, New York, and past the statue of Nathan Hale, for review by city officials. From uty for the purpose of demonstrat- the Custom House, where they surrounded the building and did guard d the City Hall the boys marched to ing Federal and city officials the value such boy organisations may b come in time of war.

Atlantic Fleet In Fighting Trim

(Continued from Page 13)

youths who until the war began were following plows.

"In this fleet," said one of the officers, "more than 90 per cent of the men are native-born Americans. There are few foreign-born men here."

On any ship may be heard the drawl of a South Carolinian or a Georgian, the New Yorkese of the east side, the twang that is New England's the rising intonation of Western Pennsylvania, and the tone that only comes from west of Chicago. So fast is the enlisted personnel of the navy growing that there is no room for the new men at the training stations ashore. A man enlists one day in Kentucky and three days later finds himself at a loading machine on the deck of a dreadnought. Many ships have aboard them the naval militia from the various States. Some of the militia are pronounced good sailors.

On one of the ships is a Wall Street broker. He was graduated from Annapolis many years ago, resigned, and later came back into the service during the Spanish-American war. He commanded the Hist in several fights in Cuban waters and knows how it feels to be under fire.

"'The Navy Needs You' was the sign that got me back this time," said he. "When I read that sign I knew it meant me, and I fixed it right off so I could come back. I left the navy at the close of the Spanish-American war, and have been in the brokerage business in New York ever since."

On another ship is a little man with gray hair—a grandfather—who wears the uniform of an ensign.

"I resigned from the navy many years ago," he said. "I have grandchildren now. When we went to war with Germany I knew the navy needed trained men, and I offered myself. They accepted me, and here I am with the junior officers. I suppose I am the only grandfather ensign in the navy."

The "grandfather ensign" is just as anxious to fight as the newest recruit at the loading machines, and he is capable, too.

Spy Scare In The Fleet

They've got a slight attack of spy scare in the navy. Officers said that it was quite possible there were Germans on the ships. The spy who is caught is very likely to find himself looking into the business ends of the rifles of a firing squad after the suspicions of the officers and men are aroused and a quite investigation is conducted. Bluejackets are suspicious of anything unusual. One recruit brought suspicion against himself because he carried a geometry book aboard ship with him.

A magazine writer enlisted to gain first-hand information about the life of an enlisted man. He had an agreement with the Navy Department through which he was to get out of the navy in a couple of weeks and enlisted as a yeoman. His second day on the ship he started to look around, and finally appeared in the boiler room. The firemen chased him out, and one of the coal passers informed the boatswain, adding, "a yeoman has no business in the boiler room. If he comes down there again—the sneaky spy—I'll brain him with a shovel. That ought to save a firing squad a lot of trouble."

The President's yacht Mayflower has just visited the fleet. Aboard it were Secretary Daniels and Secretary Baker. The Presidental yacht, glistening white in sharp contrast to the business-looking gray of the fighting ships, slipped into the base waters one Sunday morning. Except for the strains of the national anthem, first from one ship and then from another, as the Mayflower, the two Secretaries' flags flying from her masts, passed down mile after mile of war vessels, there was quiet. Puffing ships' launches and boats going to and from shore lay to as the glistening bow of the yacht cut through the water. Two navy airplanes circled high in the air.

The two Secretaries inspected some of the ships and men, and then boarded the Admiral's gig, which carried them to a new recreation field fixed up for the many thousands of men of the fleet by the Navy League. Baseball diamonds cover acres of ground, and they are well patronised; many games were in progress when the Secretaries arrived.

Secretary Baker got so interested in a game that he stepped over the foul line. A husky sailor, not recognising the visitor, addressed him by yelling "Hey!" and then followed it up with a demand that he get back in a hurry. The Secretary was expeditious in obeying the command.

Several bluejackets stepped up and were recognised as boys from Cleveland, where Secretary Baker formerly was Mayor. All shook hands and the Secretary of War chatted with them for some time.

Concert and Picture Shows

There are other recreations besides those found ashore at the base of the fleet. There are band concerts each evening, and every ship has a moving picture machine. Screens are set up on the decks and for an hour and a half comedies, dramas, and dark mysteries are shown. The men crave amusement after a hard day's work, and they get it. Pictures of children are especially popular and loud "Ha-ha's" resound from each ship showing a drama as the villain is foiled. So-called custard pie comedies are greeted with howls of delight.

Every ship has a mascot. Sometimes it is a goat; more often it is a dog, or several dogs. One big dreadnought has aboard a litter of bull puppies, sons and daughter's of the ship's chief mascot. When the ship rolls the puppies slide across the deck and into the scuppers, to be fished out and set on their feet again by the bluejackets, their mother all the while watching the proceeding with a critical eye from around the corner of a hatchway.

Then there is a dog, half fox terrier and half something else that answers to the name of "Pork Chops.' He follows squads of sailors all over the ship, but he hasn't become used to the guns yet. When a five-inch gun went off almost over his head, he lit out for the crew's galley, skidded around the door, and disappeared for the rest of the day. Whereupon the crew began to "run" his owner.

"A fine mutt to be afloat in this packet," yelled one sailor.

The owner himself had no reply. The disgrace of "Pork Chops" retreat had overwhelmed him.

PARIS STRIKES ARE WANING

Employers In Many Trades Grant Demands Of Workers

Paris, June 1.—The strike movement in Paris is now on the wane. Of forty-odd classes of workers who were out on strike yesterday morning, twenty-one obtained satisfaction for their demands and will return to work today, these including the most important lines affected. Only twelve new trades, on the other hand, joined in the strike movement.

The demands of the employes have been met, among others, in the following employments: Workers in cotton, military saddlery, shoes, morocco leather, artificial flowers and fruits, india rubber brushes, gasoline stoves, chocolate, biscuit makers, cafe waiters, wholesale dry goods employes, bank and insurance clerks, and tailoresses employed in army workshops.

The Federation of French Retail Storekeepers has decided to invite its adherents throughout the country to concede a war allowance to all assistants who earn less than 300 francs a month.

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Every Woman wants pink cheeks. They mean not only beauty, but health.

Then put the colour in your cheeks, not on them. The glow of health is the red of healthy blood showing through translucent skin. It is impossible unless you possess rich, red blood.

When a girl's colour fades and she looks debilitated, is short of breath, when her heart palpitates after every slight exertion and she has pains in various parts of the body, she needs Dr. Williams' pink pills for pale people. They are the remedy best suited to restore the blood, bring brightness to the eyes, and put colour in the cheeks and lips.

The only other treatment needed costs nothing. It is this. Give the patient plenty of fresh air, moderate exercise every day, not enough to cause fatigue, and use care in the diet, for the food craved for by the anæmic is often not the best for the sufferer.

So start Dr. Williams' pink pills without delay; ask your dealer for them, or send $1.50 for a bottle ($8 for 6 bottles) to the Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

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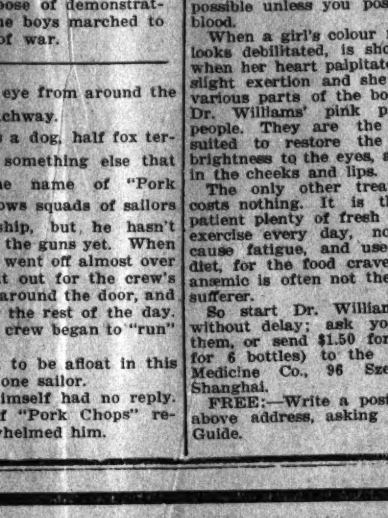

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ARREST OF 3 SPIES SHOWS HOW BERLIN GETS U. S. SECRETS

Mail Intended For Germany Is Found On Prisoners Taken Here

SEEK CHIEF CONSPIRATORS

Indications That Reports Were Taken To Mexico And There Sent By Wireless To Berlin

New York, June 3.—One method by which information obtained in this country by German spies is transmitted to neutral countries and thence to Berlin was uncovered yesterday by Police Captain Tunney, Detective Sergeant Barnetz, and others in the arrests of three alleged spies and the seizure of a quantity of mail intrusted to them by Germans.

The arrests may possibly furnish an explanation of the manner in which Germany was informed of the crossing of the American destroyers four days before the flotilla had reached the other side and in time to enable German submarines to mine the port for which they were destined.

The prisoners are accused of carrying messages out of the country for German spies on board of steamships. Deputy Police Commissioner Guy Scull and Assistant United States District Attorney John C. Knox refused to name the country into which the information collected by spies was conveyed. Indications were that the messengers took reports of spies to German agents in Mexico. It is believed that military and naval information of value was transmitted to Germany from Mexico by wireless.

The police refused to give the names of the men arrested. They were described as merely minor agents of the conspiracy. Two of the prisoners are American born. The third is a naturalised citizen of Swedish birth. The police intend to make further arrests, and are now seeking the chiefs of the German information service in this country.

Knox Hurriedly Sent For

After the men had been rounded up by Captain Tunney and his squad the mail in their possession was taken to Police Headquarters and Mr. Knox was hurriedly sent for. He spent several hours at Police Headquarters examining the mail and questioning the prisoners. He and Commissioner Scull both refused to say whether the men had given any information of value.

"The charge against them at present," Mr. Knox said, "is that of competing with the Government by carrying mail in opposition to the Government. These men were engaged with others in maintaining a service for mail which it was not desired to send through the United States Post Office."

"Is the charge likely to be changed to that of treason?" he was asked.

"That may happen."

Mr. Knox was asked if the discoveries which had been made showed that censoring the cables was insufficient to keep information from being transmitted quickly to Germany.

"It certainly shows," he said, "that censoring cables is not enough."

Mr. Knox said that the mail for Germany which had been captured was of considerable variety, and that part of it related to business matters. He refused to say whether it involved the shipment of munitions into Mexico.

After Mr. Knox had taken time to study some of the letters, Captain W. M. Offley of the Bureau of Investigation of the Department of Justice was notified, and an account of the arrests was despatched to Washington. Throughout the afternoon and last night Captain Tunney from Police Headquarters directed the movements of a number of his men who are looking for other conspirators.

Will Be Arraigned Today

Whether the men under arrest knew the contents of the letters which they were carrying and understood that they were serving German spies, could not be learned. In order to hold the prisoners without disclosing the whole case against them, they will be arraigned before Commissioner Hitchcock in the Federal Building today on the formal charge of conspiring to violate Section 185 of the Federal Statutes. This is as follows:

"Whoever shall carry any letter or packet containing letters on board any vessels which carries mail otherwise than in such mail, except as otherwise provided by law, shall be fined not more than $50 or imprisoned for not more than one month, or both."

Though the specific act described in this section is lightly punished, the three men will be charged with conspiracy to violate the section, and the punishment for such conspiracy under Section 37 is not more than two years' imprisonment, or a fine of not more than $5,000, or both.

The police declined to tell where the men were arrested or how the plot was discovered, but Mr. Knox and Commissioner Scull agreed that the case was one of great importance.

Shortly after the war the United States Government established a censor on the powerful wireless stations in this country. When this country entered the war the use of all wireless was prohibited except under the immediate direction of an officer of the United States. Since then it has been repeatedly rumored that information about American military movements and of ships, gathered by spies in this country, has been smuggled into Mexico, or sent to German submarines, German controlled neutral ships or German raiders and relayed to Germany.

It was intimated at Police Headquarters that the search for the patrons of the German mail-smuggling service might uncover the spies in "high places."

With the Atlantic Fleet at Sea

"SOMEWHERE AT SEA." ©INTERNATIONAL

Ever since the war began the Atlantic fleet has been playing "I spy" with phantom U-boats and German raiders. Just because the war is 3,000 miles away is not considered a sufficient reason for what these jackies would call being "asleep at the switch." This picture, actually taken at sea, is one of the first to be passed by the censor, showing the activities on board a United States battleship since the United States entered the war. This is a bit of target practise. Many of the sailors are new recruits getting their training at sea.

FREE HAND FOR STEVENS

Russia to Let American Engineers Decide Railroad Needs

Petrograd, June 2, (via London, June 3).—The American Railroad Commission, which has arrived at Vladivostock, can render an enormous service to Russia, in the opinion of N. V. Nekrasoff, the Minister of Communications, expressed in an interview with The Associated Press today. He was particularly convinced of this, he said, as he was leaving it an absolutely free hand to decide what the Russian railways needed.

The commission will be furnished with interpreters and other assistants by the Foreign Office, which, M. Nekrasoff says, is taking great interest in the American body's work.

"In pursuance of our policy in leaving the commission a free hand," continued M. Nekrasoff, "we have no detailed program for it. The commission will spend some days at Vladivostock in order to arrange for the construction of a workshop for putting together American locomotives, which heretofore have been assembled only at Harbin. On the way Chairman Stevens will inspect the Siberian Railroad and decide on a report to us as to what defects there are in the construction and management and how these may be remedied.

"There is an enormous future, both during and after the war, for American producers in the construction of railroads and the supply of materials alike. Already vast orders are pending. Last year we ordered 600 locomotives, and this year 500 more. We want altogether 3,000 locomotives as soon as possible. We have ordered in America already 20,000 freight cars, and desire at least 50,000. We have also ordered in America 150,000 tons or rails, and want altogether 350,000 tons.

"I shall discuss with the commission our great railroad construction program, adopted before the revolution, and now being re-considered. I regard the arrival of the commission as a most important event, both for Russia's successful conduct of the war and her economic development afterward. My department will do everything to facilitate the work of Mr. Stevens and his associates, and expects from it still closer bonds with industrial America."

INDIAN WANTS TO PUT $800,000 IN WAR BONDS

Jackson Barnett, Wealthiest Red Man, Offers Entire Fortune To Nation

Washington, June 2.—Jackson Barnett, the wealthiest Indian in the world, a full-blood Creek, living near Henrietta, Okla., wants to let the Government put his whole fortune, approximating $800,000, into Liberty bonds, and the Department of the Interior is trying to find a way to do it. The difficulty is that Barnett, not being able to read or write and having a guardian appointed by law to protect his interests, is regarded, legally, as an "incompetent," and the Secretary of the Interior is not sure that it would be legal to accept his money.

The Government heard of Barnett's wish to convert his wealth into Liberty Bonds when Carl J. O'Hornett, the Indian's guardian, a banker of Henrietta, telegraphed Senator Owen a few days ago. Mr. O'Hornett said Barnett, who is regarded as the Rockefeller of the Indians, is bothered over having so much money and wishes the Government would take all he has except enough for him to live on.

The Indian came into his sudden wealth a few years ago. He was the son of a Creek Chief, and had lived as a nomad of the plains, avoiding the settlers who were encroaching upon the old Indian hunting grounds in Oklahoma. When the Indian Territory became a State and the five "civilised tribes"—the Creeks, Choctaws, Chicasaws, Seminoles, and Cherokees—received allotments of land for farming purposes, Barnet resented the Government's interference and objected to taking a tract of land north of Tulsa. He considered the neighborhood only fit for coyotes and jack rabbits to starve in.

In 1905, when the Cushing oil fields were developed and its owners got from the Government the right to lease Barnett's land and work it, the Indian showed utter indifference. It happened that the Government had given the Indian the richest land of all the Oklahoma oil fields. It has yielded a steady flow. In the meantime Barnett's guardian has been putting money away for him in banks, until the Indian now has $456,400 in nine national banks, $135,000 in State and private banks in Oklahoma, while the Government is keeping $184,492 for him at the Treasury. On all of this the Indian draws interest at the rate of $47,082 a year, while he has, resides, a steady income from the oil well.

Barnett uses $100 for himself, and that is all he wants. He is 62 years old, and says he simply cares for sufficient income to buy "smokes." He will be a millionaire in a month or so. If the Department of the Interior can find the way to let him invest his money in Liberty Bonds a precedent will be established for fifty-six other Indians who have more than $5,000 each to their credit at the Treasury, and who want Liberty Bonds, too.

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Obituary

Mr. R. R. Endicott

At the Bubbling Well Cemetery yesterday evening, the Very Rev. A. J. Walker conducted the ceremony at the funeral of the late Mr. Robert Russell Endicott. The pallbearers were Messrs. H. B. Ollerdessen, A. L. Anderson, P. Crighton, F. J. Burrett, H. J. Clark, and W. G. Pirie. Among those who sent the many beautiful wreaths were the Shanghai Stock Exchange, Mr. and Mrs. MacDonald, Mrs. McGregor, Mr. and Mrs. G. D. Coutts and family, Mr. and Mrs. J. Tippin and family, Mr. R. Endicott, Mr. and Mrs. C. J. White, Mrs. W. B. Cheetham and family, Mr., Mrs. and Miss Shepherd, "Lily."

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, JULY 8, 1917

Date and Place	Per	Chi.	British	French	Ger.	U.S.A.	Russian	Japan	Regist
Today									
Weihaiwei, Chefoo and Tientsin	Kingsing	1.30	..	..	..	..	..	..	1.00
Europe via Siberia (Post Train)	†Via Pukow	..	7.00*	..	..	..	..	..	5(7th)
Europe via Siberia	Via Pukow	2.00	..	..	..	..	..	..	
Swatow, Hongkong and Canton	Esang	11.30*	..	..	..	..	..	..	11.00*
River Ports	Kiankwan	9.00	..	..	..	..	..	..	9.00
Tientsin	Kwangping	9.00	5.00	5.00	..	..	5.00	..	9.00
Hongkong and Canton	Canada maru	9.00*	..	..	..	..	..	..	8.30*
Hankow (Every day)	Train	..	..	..	..	..	11.30*	..	11.00*
Peking and Tientsin (Every day	Train	..	..	..	..	..	5.00	..	5.00
Tomorrow									
Japan via Nagasaki	Chikugo maru	..	..	..	..	..	..	9.30	8.30
Europe Via Siberia	Via Pukow	2.00	..	..	..	..	6.00	..	5.30
Tsingtao, Manchuria and Dalny	Kobe maru	11.30*	..	..	..	..	..	..	11.00*
Tsingtao, Dalny, Manchuria & Europe	Kobe maru	..	..	..	..	..	..	2.30	noon
Japan Porst	Chikugo maru	8.00	..	..	..	..	..	..	5.00
River Ports	Kiangyu	9.00	..	..	..	..	..	..	9.00
Swatow and Hongkong			5.00	..	..	..	..	..	..
Nagasaki, Kobe, Yokohama, Canada U.S.A. and Europe			5.00	..	..	..	..	..	
Honokong and Canton	Mishima maru	11.00*	..	..	..	..	..	..	10.30*
Hongkong, Southern Ports, Australia, the Straits, Ceylon and India	Mishima maru	11.00*	..	..	..	..	..	..	10.30*
Swatow, Hongkong and Canton	Chenan	9.00	..	4.30	..	..	4.30	5.00	9.00
Hankow		..	5.00	..	..	..	..	..	..
Ningpo	Hsin Peking	3.30	3.00	..	..	..	..	..	..
Tuesday, July 10.									
Weihaiwei Chefoo and Tientsin	Fengtien	1.30	1.30	..	..	..	..	..	1.00
Europe via Siberia (Express)	†Via Pukow	..	7.0 *	..	..	..	..	..	5(11th)
River Ports	Suiwo	9.00	..	..	..	..	..	..	9.00
Antung	Wenchow	9.00	..	..	..	..	..	..	9.00
Wednesday, July 11									
Japan via Moji	Kumano maru	..	..	..	..	..	..	9.00	8.30
Europe via Siberia	Via Pukow	2.00	..	..	..	..	6.00	..	5.30
Nagasaki, Kobe, Yokohama, Canada U.S.A. and Europe			5.00	..	..	..	..	..	..
Amoy and Honokong			5.00	..	..	..	..	..	..
Amoy, Hongkong and Canton	Sinkiang	9.00	..	4.30	..	..	4.30	5.00	9.00
Japan ports	Kumano maru	8.00	..	..	..	..	..	..	5.00
Thursday, July 12.									
Europe via Siberia (Post Train)	†Via Pukow	..	7.00*	..	..	..	..	..	5(11th)

†Letters forwarded by this mails only when specially marked.

An asterick (*) denotes a.m.

B Letters and boxes with declared value 8.30 p.m. Parcel post 4 p.m. and money orders 3 p.m.

E Registration 8.30 a.m. Supplementary mails closed at 7 a.m. following day.

F Letters and boxes with declared value noon. Parcel post and money orders 11.30 a.m.

British Post Office.—Until further notice the ordinary and registered letter mails for Europe via Pukow and Siberia will be closed at 5 p.m. on Monday, Wednesday and Saturday. There will be a supplementary receipt of unregistered correspondence between 8.20 and 9 o'clock on the same evening during which time the office will be open for the sale of stamps only.

Chinese Post Office.—Until further notice, mails for Europe, via Pukow and Siberia, will be closed at the Chinese Post Office as follows: Monday, Wednesday and Saturday at 9 p.m. Registered mails are closed half an hour earlier. A supplementary mail of ordinary correspondence only will be colsed on Tuesdays, Thursdays and Saturdays at 7 a.m.

Japanese Post Office.—Until further notice a mail will be despatched for Europe, via Dalny, every Tuesday morning, and via Pukow and Mukden, by the night-train on Wednesday and Saturday.

Mails for Hankow close every day at 11.30 a.m. Registration at 11.30 a.m. and for Peking and Tientsin every day at 9 a.m. Registration at 5 p.m. at the Russian post office.

SHANGHAI-NANKING RAILWAY ABRIDGED TIME TABLE.

Shanghai North To Nanking and Peking—Up (Main Line) Peking and Nanking To Shanghai North—Down

STATIONS.	Express R	Local	Slow	Coolie Goods	Fast R	Local	Night Express R.S.
SHANGHAI NORTH dep.	7.55	..	8.20	9.00	12.50	15.20	23.00
SOOCHOW dep.	9.41	..	11.02	12.13	14.57	18.13	1.08
WUSIH dep.	10.31	..	12.21	13.43	15.52	19.41	2.10
CHANGCHOW dep.	11.22	6.50	13.42	15.01	16.47	20.45	3.10
TANYANG dep.	12.05	8.03	14.59	16.14	17.43	..	..
CHINKIANG dep.	12.52	8.59	15.57	17.18	18.32	..	5.06
NANKING arr.	14.15	10.55	17.50	19.25	20.05	..	6.50
NANKING FERRY arr.	14.10	..	..	..	..	..	..
PUKOW dep.	8.15.30	T.P.R	..	..	..	..	..
TSINANFU dep	8.06	Second	..	..	..	..	..
TIENTSIN arr.	16.31	Day	..	..	..	..	..
CENTRAL dep.	17.00	P.M.R.	..	..	..	..	..
PEKING arr.	*19.50		..	..	..	..	..

STATIONS.	Local	Slow	Coolie Goods	Fast R	Express R.		Night Express R S
PEKING dep.	..	..	..	..	8.35	P.M.R.	..
TIENTSIN arr.	..	..	..	..	14.10		..
CENTRAL dep.	..	..	..	..	5. 12.00		..
TSINANFU dep.	..	..	..	..	0.31	T. P. R. Second Day	..
PUKOW arr.	..	..	..	..	18.00		..
NANKING FERRY dep.	..	..	..	..	14.20	..	..
NANKING dep.	..	7.00	7.30	11.15	14.20	16.55	23.00
CHINKIANG dep.	..	9.05	9.32	12.59	16.01	18.25	1.00
TANYANG dep.	..	9.57	10.57	13.40	16.58	19.19	..
CHANGCHOW dep.	6.20	11.14	12.22	14.52	17.58	20.20	5.08
WUSIH dep.	7.31	12.22	13.44	15.53	18.31	..	6.11
SOOCHOW dep.	8.46	13.50	15.08	16.55	19.28	..	5.19
SHANGHAI NORTH arr.	11.25	16.30	17.55	18.55	21.20	..	7.00

R. Restaurant Cars. S. Sleeping Cars. *Connects with through Siberian Service.

Woosung Forts to Shanghai North—Up (Branch Line) Shanghai North to Woosung Forts—Down

WOOSUNG FORTS dep.	6.55	8.15	10.45	13.10	14.40	16.20	18.10	19.55	22.10	SHANGHAI NORTH dep.	6.15	7.35	10.05	12.15	14.00	15.90	17.25	18.10	21.30
KIANGWAN dep.	7.22	8.42	11.12	13.37	15.07	16.47	18.37	20.22	22.37	KIANGWAN dep	6.28	7.46	10.16	12.26	14.11	15.41	17.36	9.31	21.43
SHANGHAI NORTH arr.	7.30	8.50	11.20	13.45	15.15	16.55	18.45	20.30	22.45	WOOSUNG FORTS arr.	6.50	8.10	10.40	12.50	14.35	16.05	18.00	19.45	22.06

SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI NORTH TO ZAH KOU—"DOWN" MAIN LINE. ZAH KOU TO SHANGHAI NORTH—"UP"

STATIONS	Local	Fast	Slow	Coolie & Goods	Local	Express	Local	Local	Local
Shanghai North dep.	....	7.40	8.55	10.05	....	14.05	....	....	....
Jessfield dep.	....	8.01	9.16	10.26	....	14.25	....	....	....
Siccawei dep.	....	8.10	9.25	10.35	....	14.34	....	....	....
Lunghwa Junction dep.	....	8.28	9.48	11.00	....	14.52	....	....	....
Shanghai South dep.	....	*8.00*	*9.20*	*10.30*	*13.35*	*14.30*	*16.10*	*16.45*	*18.00*
Lunghwa Junction dep.	....	*8.28*	*9.48*	*11.00*	*13.53*	*14.52*	*16.29*	*17.03*	*18.18*
Sungkiang dep.	....	9.13	10.55	12.10	....	15 28	17.47	....	....
Kashai dep.	....	10.03	11.58	13.33	....	16.15	18 57	....	....
Kashing dep.	7.20	10.35	12.36	14.16	....	16 48	19.30	....	....
Yeh Zah dep.	8.08	11.14	13.20	15.15	....	17.21	....	....	....
Chang An dep.	9.00	11.49	14.04	16.10	....	17 55	....	....	....
Hangchow dep.	10.38	12 53	15.26	17.47	....	18.54	....	....	....
Zah kou arr.	11.00	13.09	15.45	18.15	....	19.10	....	....	....

STATIONS	Local	Local	Local	Fast	Slow	Local	Coolie and Goods	Express	Local
Zah Kou dep.	....	....	....	6.45	8.10	....	8.55	14.15	16.04
Hangchow dep.	....	....	....	7.15	8.40	....	9.33	14 40	16.38
Chang An dep.	....	....	....	8.15	9.56	....	11.03	15.26	17.57
Yeh Zah dep.	....	....	....	8.52	10.40	....	12 30	15.57	18.50
Kashing dep.	....	....	7.25	9.40	11.30	....	14.07	16.38	19.40
Kashai dep.	....	....	8.00	10.05	12.00	....	14 47	17.01	....
Sungkiang dep.	....	....	9.18	10.57	13.03	....	16.13	17.49	....
Lunghwa Junction dep.	*8.36*	*9.58*	*10.37*	*11.48*	*14.05*	*14.55*	*17.22*	*18.33*	....
Shanghai South arr.	*8.53*	*10.13*	*10.55*	*12.05*	*14.23*	*15.13*	*17.40*	*18.50*	....
Lunghwa Junction dep.	....	....	....	11.44	14.07	....	17.22	18.32	....
Siccawei dep.	....	....	....	11.58	14.17	....	17.32	18.42	....
Jessfield dep	....	....	....	12.01	14 26	....	17.41	18.51	....
Shanghai North arr	....	....	....	12.20	14.45	....	18.00	19.10	....

KON ZEN CHIAO TO ZAH KOU KIANGSU BRANCH LINE. ZAH KOU TO KON ZEN CHIAO

Kon Zen Chiao	dep.	7.05	8.30	11.05	14.05	16.05	18.15	Zah Kou	dep.	....	9.40	12.20	...	17.15	....			
Ken Shang Mun.	dep.	7.25	8.50	11.20	14.21	16.20	18.29	Hangchow	dep.	7.45	10.05	12.50	14.55	17.40	18 50			
Hangchow	dep.	7.35	9.05	11.35	14.31	16.37	18.37	Ken Shang Mun.	dep.	8.00	10.23	13.05	15.10	17.52	19.02			
Zah Kou	arr.	....	9.25	11.55	....	17.00	....	Kon Zen Chiao	arr.	8 13	10.35	13.18	15.23	18.05	19.15			

FINANCIAL AND COMMERCIAL NEWS

Exchange and Bullion

Shanghai, July 7, 1817.

Money and Bullion

	Tls.
Gold Dollars Bank's buying rate	
@ 92=Tls.	1.08
@ 72.6=Mex.	$1.60
Mex. dollars Market rate	72.325
S'hai Gold Bars: 978 touch	—
Bar Silver	39½
Copper Cash	1800
Sovereigns:	
Buying rate @ 3/9½=Tls.	5.30
exch. @ 72.6=Mex.	$7.30
Peking Bar	274
Native Interest	.08

Latest London Quotations

Bar Silver	39 1/16d.
Bank Rate of Discount	5%
Market rate of discount:—	
3 m-s.	%
4 m-s.	%
6 m-s.	%
Exchange on Shanghai, 60 d-s.	
Ex., Paris on London	Fr. 27.58
Ex., N. Y. on London T.T.	$ 476⅛
Consols	£ —

Exchange Closing Quotations

London	T.T.	3/9⅛
London	Demand	3/9 3/16
India (nominal)	T.T.	280
Paris	T.T.	525
Paris	Demand	525⅛
New York	T.T.	90¼
New York	Demand	90⅜
Hongkong	T.T.	57½
Japan	T.T.	56⅜
Batavia	T.T.	216

Bank's Buying Rates

London	4 m-s. Cdts.	3/11
London	4 m-s. Docy.	3/11⅛
London	6 m-s. Cdts.	3/11⅛
Londo	6 m-s. Docy.	3/11⅝
Paris	4 m-s.	540½
New York	4 m-s.	93⅜

Customs House Exchange Rates For July

Hk. Tls. 4.76 @ 3/9 3/16		£1
„ 1 @ 519 =	Francs	5.78
„ 1 No quotation	Marks†	4.72
„ 1 @ 89⅜	Gold	$1
„ 1 @ 57½	Yen.	1.95
„ 1 @ 15	Rupees	3.15
„ 1 @ 410	Roubles	4.57
„ 1 @ 1.50	Mex.	$1.50

† Nominal

Stock Exchange Transactions

TODAY'S QUOTATIONS

Shanghai, July 7, 1817.

Official

Shanghai Cotton Tls. 123.50
Chengs Tls. 2.50
Shanghai Cotton Tls. 128.00 Sept.

Sharebrokers' Association Transactions

BUSSINESS DONE

Shanghai, July 7, 1817.

Official

Permatas @ Tls. 3.75 cash

Unofficial

S'hai Land 6% debs. 1914 @ Tls. 90.00 cash

Silk Market Report

Messrs. Wm. Little and Co., write as follows in their weekly silk market report:—

Our last report was dated 29th ult.

White Silk. The news of the Coup d'etat at Peking caused the market to open flat on Monday, but with orders from America coming in later in the day, Silkmen changed their views and sent buying orders to the country. The demand for America has developed and prices show Tls. 10 advance on last week's rates. The market for Europe continues devoid of interest.

Tsatlee New Style.—M. H. Y. Blue Dragon and Feima Ex. 1, 2, Tls. 730/35 av. Blue Monster and Race Horse Ex. 1, 2, Tls. 725/30 av. Stars and Stripes and Red Indian 1, 2, 3, Tls. 722½/30 av. Blue Serpent and Broncho, Ex. 1, 2, Tls. 722½ av. Gold Dollar and Fountain, Ex. 1, 2, Tls. 720 av. Lion and Scale, Sheep and Flag 1, 2, 3, Tls. 720 av. Black Lion 1, 2, Tls. 700 av. Three Arrow 1, 2, Tls. 700 av.

Yellow Silk.—The last English mail took 342 bales to Bombay, including Mienyangs S. T. I. Tls. 420. S. C. 1, 2, Tls. 420, 400. H. K. 1, 2, Tls. 405, 385. Chopa Tls. 430. Kobun Tls. 365.

Tussah Filatures' 8 coc.—Further business in best grades for Dec.-Jan. is reported at Tls. 510/15 av. Stock coming at Tls. 525/35 av.

"BICKERTON'S"
PRIVATE HOTEL
Established 22 years.
102 Bubbling Well Road. Seven minutes from Bund by trams, which stop at the door. Strictly first-class cuisine under the personal supervision of the proprietress. 60 rooms, separate baths, with hot and cold water, electric light. Tel. W. 1271.

Singapore Rubber Market

Messrs. R. N. Truman and Co., have received the following cable from Singapore, regarding the rubber auction held on July 4:—

No. 1 Smoked Sheet—$131 per picul equivalent to 2s. 9¾d. in London.

No. 1 Crepe—$133 per picul equivalent to 2s. 11d. in London.

Market very weak throughout, only prime grade wanted. Offered 559 tons, sold 492 tons.

LOCAL SHARE MARKET

Messrs. J. P. Bisset and Co., write as follows in their weekly share market report:—

The Bank Holidays were observed on July 2 and 3, and Wednesday, the 4th, was also treated as a general holiday, being American Independence Day. Business, apart from other causes, has been very scanty. There is no change in the local conditions governing the market, and a very dull tone prevails.

London Rubber Market

Reuter's Service

London, July 5.—Today's rubber prices were:—

Plantation First Latex Crepe:

Spot: 2s. 5⅝d. paid.

October to December: 2s. 7⅜d. paid.

Tendency of Market: Very dull.

Total stocks in London and Liverpool 14,581 tons.

Previous Quotation, London, July 4:—

Spot: 2s. 5⅜d. paid.

October to December: 2s. 7⅜d. buyers.

Tendency of Market: Steady.

BAR SILVER

Reuter's Service

London, July 5.—Today's silver prices were as follows:—

Bar Silver Spot: 39⅞d. Quiet and featureless.

Previous Quotation, London, July 4:—

Bar Silver Spot: 39⅞d. Continental Buying, Scarcity Supplies, Steady.

Raven Trust Co., Ltd.

15 Nanking Rd. Phone 60.

Resources ..... Tls. 470,000

LOANS AND MORTGAGES

We can arrange loans for any amount from Tls. 5,000 up on first class real estate security.

INSURANCE

Fire.
Life
Marine
Motor Car
Burglary
Fidelity
Lowest rates.

INVESTMENT

We have for sale, in amounts of Tls. 20 or more, Preference Shares paying interest at 7%.

OFFICES TO LET

One room at 15 Nanking Road.
Two rooms at 15 Nanking Road.
One private flat of three large rooms at 15 Nanking Road.

Raven Trust Co., Ltd.

15 Nanking Rd. Phone 60.

The China Mutual Life Insurance Company, Ltd

Copies of the Directors' Report, Revenue Account and Balance Sheet may be obtained on application in person or in writing to the Managers

Head Office,
10 Canton Road,
Shanghai.

British-America Assurance Co.

The undersigned, as agents for the above company, are prepared to grant policies against Fire on Foreign and Native Risk at Current Rates.

FRAZAR & Co.

Chinese and Foreign Banking Announcements

Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital	£1,200,000
Reserve Fund	1,900,000
Reserve Liability of Shareholders	1,200,000

Head Office:
38 BISHOPSGATE, LONDON, E. C.

Court of Directors:
Sir Montagu Cornish Turner, Chairman.
Sir Henry S. Cunningham, K.C.I.E.
F. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
W. H. Neville Goschen, Esq.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England.
The London City & Midland Bank, Limited.
The London County and Westminister Bank, Limited.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches.

Amritsar	Ilollo	Puket
Bangkok	Ipoh	Rangoon
Batavia	Karachi	Saigon
Bombay	Klang	Seremban
Calcutta	Kobe	Singapore
Canton	Kuala-Lumpur	Shanghai
Cebu	Madras	Sourabaya
Colombo	Malacca	Taiping
Delhi	Manila	(F. M. S.)
Foochow	Medan	Tavoy (Lower
Haiphong	New York	Burma)
Hankow	Peking	Tientsin
Hongkong	Penang	Yokohama

Shanghai Branch, 18 The Bund.

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought and received for Collection. Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Account, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

L. R. BREMNER,
Manager.

BANQUE DE L'INDO-CHINE

Capital	Frs. 48,000,000.00
Reserves	Frs. 48,000,000.00

Succursales et Agences:

Bankok	Hanoi	Saigon
Battambang	Hongkong	Shanghai
Canton	Mengtze	Singapore
Djibouti	Noumea	Tientsin
Dondichery	Peking	Tourane
Haiphong	Papeete	
Hankoou	Pnom-Penh	

Bankers:

In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Pari et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.

In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN,
Manager.

Banque Belge Pour L'Etranger

Filiale de la Societe Generale de Belgique
Societe Anonyme
Paid-up Capital ... Frs. 30,000,000

Head Office: BRUSSELS.
London office: 2 Bishopsgate.
Branches at Peking, Tientsin, Alexandria, Cairo (Egypt), and Rotterdam

President:
JEAN JADOT
Gouvernor Societe Generale de Belgique.

Bankers:
London: Martin's Bank, Ltd.
Brussels: Societe Generale de Belgique.
Antwerp: Banque d'Anvers.
Paris: Banque de l'Union Parisienne, Societe Annoyme.
Lyons and Marseilles: Comptoir National d'Escompte d'Paris.
New York: National City Bank of New York.

Interest allowed on Current Accounts Taels and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

M. DEMETS.
Manager for China.

Hongkong & Shanghai Banking Corporation

Paid-up Capital		$15,000,000
Reserve Funds:—		
Sterling, £1,500,000	@ 2s.	$15,000,000
Silver		18,500,000
		$33,500,000
Reserve liability of Proprietors		$15,000,000

Head Office: HONGKONG
Court of Directors:
S. H. Dodwell, Esq., Chairman.
J. A. Plummer Esq., Deputy Chairman.
Hon. Mr. C. E. Anton.
A. H. Compton Esq.
G. T. M. Edkins, Esq.
C. S. Gubbay Esq.
Hon. Mr. P. H. Holyoak.
E. V. D. Parr, Esq.
W. L. Pattenden, Esq.
Chief Manager.
Hongkong—N. J. STABB.

Branches and Agencies:

Amoy	Ipoh	Peking
Bangkok	Johore	Penang
Batavia	Kobe	Rangoon
Bombay	Kuala Lumpur	Saigon
Calcutta	London	S. Francisco
Canton	Lyons	Shanghai
Colombo	Malacca	Singapore
Foochow	Manila	Sourabaya
Hankow	Nagasaki	Tientsin
Harbin	New York	Tsingtau
Iloilo		Yokohama

London Bankers:
London County and Westminster Bank, Ltd.

Shanghai Branch: 12, The Bund.
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN.
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid)	55,000,000
Reserve Fund	24,600.000
	Kpg. Tls.
Capital Contributed by the Chinese Government	3,500,000
Reserve Fund	1,743,000

Head office: PETROGRAD.
Paris Office: 9, Rue Boudreau.
London Office: 64, Old Broad St. E. C.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Societe General pour favoriser le Development de Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Lyons: Societe Gerenale pour favoriser le Development du Commerce et de l'Industrie en France.

Far Eastern Branches and Agencies

Bombay	Hailan	Peking
Calcutta	Hankow	Shanghai
Chanchun	Harbin	Tientsin
(Kwan chendze)	Hongkong	Tsingtau
Chefoo	Newchwang	Vladivostock
Dalny	Nicolayowsk	Yokohama
	(Dairen o-A	

85 Branches and Agencies in Russia, Siberia and Mongolia

SHANGHAI BRANCH

Interest allowed on Current Account and Fixed Deposits in Taels, Dollars and Roubles. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Deposit Boxes.

L. JEZIERSKI,
G. CARRERE,
Managers for China and Japan

The Shanghai Commercial and Savings Bank, Ltd.

9, Ningpo Road.

Paid-Up Capital	$ 300,000.00
Reserve	$ 10,000.00
Deposits (Dec. 31, 1916)	$1,400,000.00

Correspondents at principal cities in China, and domestic exchange a speciality.

Credits granted on approved securities. Bills discounted.

Current accounts in both taels and dollars with interest, may be opened on application.

Particulars of interest allowed on fixed deposits, in both taels and dollars, will be furnished on request.

K. P. CHEN,
General Manager.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital	$60,000,000
Paid-up Capital	$10,000,000

HEAD OFFICE: PEKING.
Branches and Agencies:
Peking, Tientsin, Newchang, Mukden, Changchun, Harbin, Dairen, Tsinan, Tsingtau, Kaifung, Hankow, Ichang, Shanghai, Wuhu, Yangchow, Chinkiang, Nanking, Shanghai, Hangchow, Ningpo, Foochow, Canton, Nanchang, Taiyuen, etc., etc.

SHANGHAI BRANCH,
3 HANKOW ROAD.

Loans granted on approved securities. Local bills discounted. Interest allowed on Current Deposit Accounts in Taels at the rate of 2 per cent per annum and on Fixed Deposits at the following rates:
For 3 months at the rate of 3 per cent per annum.
For 6 months at the rate of 4 per cent per annum.
For 12 months at the rate of 5 per cent per annum.

SUNG HAN-CHANG.
Manager.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund, and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of $5,000

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

Banque Industrielle de Chine

Capital	Francs 45,000,000

One-third of the Capital, i. e. Frs. 15,000,000, subscribed by
THE GOVERNMENT OF THE CHINESE REPUBLIC

Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthelot.
Goneral Manager, A. J. Pernotte.

HEAD OFFICE
74, RUE ST. LAZARE, PARIS.
Branches in Peking, Tientsin and Shanghai

BANKERS:
In France: Societe Generale pour le Development du Commerce et du l'Industrie en France,
In London: London, County and Westminister Bank, Ltd.

Interest allowed on Current Accounts and Fixed Deposits on application.

Every description of Banking and Exchange business transacted.

G. LION,
Manager.
1, French Bund, Shanghai.

Yokohama Specie Bank, Limited

(Established 1880.)

Head Office: YOKOHAMA, JAPAN.

Capital Subscribed	Yen 48,000.000
Capital Paid-up	„ 36,000,000
Reserve Fund	„ 21,300,000

London Bankers:
Union of London & Smith's Bank, The London Joint Stock Bank, Parr's Bank, Ltd.

Branches and Agencies

Antunghsin	London	Port Arthur
Bombay	Liaoyang	S. Francisco
Calcutta	Los Angeles	Singapore
Changchun	Lyons	Sydney
Dalny	Mukden	Sinanfu
Hankow	Nagasaki	Tiehling
Harbin	Newchwang	Tientsin
Hongkong	New York	Tokio
Honolulu	Osaka	Tsingtau
Kobe	Peking	

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa and China, and the chief commercial places in Europe, India and America, and every description of Banking and exchange business transacted.

K. KODAMA, Manager.

International Banking Corporation

Capital & Surplus	U.S. $6,500,000.00
Undivided Profits	1,010,000.00
	U.S. $7,510,000.00

Head Office:
55 Wall Street, New York
National City Bank Building.

London Office:
36 Bishopsgate, E. C.

Branches:

Bombay	Hongkong	Peking
Calcutta	Kobe	San Francisco
Canton	London	Santo Domingo
Cebu	Manila	San Pedro de,
Colon	Medellin	Macoris
(Cristobal C.Z.)		Shanghai
Hankow	Panama	Singapore
		Tientsin
		Yokohama

Through its close affiliation with the NATIONAL CITY BANK OF NEW YORK, the Corporation is able to offer the special services of the Branches of that Institution established at:—

Bahia	Rio de Janeiro
Buenos Aires	Santiago de Cuba
Genoa	Santos
Havana	San Paulo
Montevideo	Valparaiso
Petrograd	

The Corporation issues Commercial and Travellers' Letters of Credit and Travellers' Cheques, receives money on CURRENT DEPOSIT ACCOUNT and FIXED DEPOSIT on terms which may be ascertained on application, and transacts all other descriptions of Banking and Exchange business.

H. C. GULLAND,
Manager.
1a Kiukiang Road, SHANGHAI.

Nederlandsche Handel-Maatschappij

(NETHERLAND TRADING SOCIETY.)

Established 1824.

Paid-up-Capital—
Guilders 60,000,000 (about £5,000,000
Reserve Fund—
Guilders 9,925,431 (about £827,120)
Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.
Branches.

Banjermasin	Padang	Soerokarta
Bandoeng	Palembang	Tandjong Balei
Cheribon	Pekalongan	Tebin-Tinggi
Dejember	Penang	Tegal
Djokjakarta	Pontianak	Telok-Betong
Hongkong	Rangoon	Tjilatjap
Kota-Radja	Semarang	Weltevreden
Makassar	Singapore	
Medan	Soerabaya	

London Bankers:
Union of London and Smith's Bank, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection Bills of exchange, issues letters of credit on its branches and correspondents, and transacts banking business of every description.

Current accounts kept in taels and dollars.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG.
Manager.

Commercial Bank of China

Head office: SHANGHAI

Subscribed Capital	Sh. Tls. 5,000,000
Paid-up Capital	Sh. Tls. 2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:
For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.
On Deposits in Dollars according to arrangement.

H. C. MARSHALL,
Chief Manager.

The Bank of Canton, Limited.

Incorporated 1912.

Authorised Capital	H.$2,000,000
Subscribed and paid up Capital	H.$1,371,500
Reserve Fund	H.$ 120,000
Investment reserve fund	H.$ 20,000

Head Office:
No. 6 Des Voeux Road, Hongkong.

Shanghai Office:
No. 2 Ningpo Road.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG,
Act. Manager.

The Mercantile Bank of India, Ltd.

Authorised Capital	£1,500,000
Subscribed Capital	1,125,000
Paid-up Capital	562,500
Reserve Fund	600,000

HEAD OFFICE, 15 Gracechurch Street LONDON, E. C.

London Bankers:
Bank of England.
London Joint Stock Bank, Ltd.
Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	Kandy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bahru	(Mauritius)
Galle	(Kelantan)	Rangoon
Hongkong	Kuala Lumpur	Shanghai
	Singapore.	

Shanghai Branch.

EVERY description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2% per annum and on Fixed Deposits at rates which may be ascertained on application.

R. D. YOUNG,
Manager.
7 Nanking Road. 9752

BANK OF COMMUNICATIONS

Specially authorized by Presidential Mandates of April 7, 1914 and October 31, 1915.

Paid up Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING.
50 Branches and Agencies at principal commercial places in China.
SHANGHAI BRANCH

Interest allowed on Current Accounts and on Fixed Deposits in Taels and Dollars according to arrangements.

Credit granted on Approved Securities and Every Description of Banking and Exchange Business transacted.

CHAO CHING HUA.
Manager.

SUMITOMO BANK, LIMITED

SHANGHAI BRANCH
No. 1 Kiukiang Road

Capital (Paid-up)	Yen 15,000,000
Reserve	Yen 1,470,000
Deposits	Yen 120,000,000

President, Baron K. SUMITOMO

Head Office: OSAKA.

Branches:
Tokyo, Yokohama, Nagoya, Kyoto, Osaka, Kobe, Hyogo, Onomichi, Kure, Nihama, Hiroshima, Yanai, Shimonoseki, Moji, Wakamatsu, Kukuoka, Kurume, Honolulu, San Francisco, Bombay and Hankow

London Banker:
LLOYDS BANK, LIMITED
New York Banker:
NATIONAL CITY BANK OF N. Y.

Banking Business in General Foreign Exchange Business, Travellers' and Commercial Letters of Credit, Correspondents throughout the World.

S. KASAHARA.
Manager.
Tel. No. 3536 (Sumitomo Bank).
Tel. No. 4663 (Compradore Office).

中孚銀行 Chung Foo Union Bank

Statutes approved by the Government in 1916
Head Office: Tientsin

Capital	$2,000,000.00
Paid up Capital	$1,000,000.00

Managing Director: SUN TAO SAN

Branches and Agencies:

Peking	Hankow
Shanghai	Hongkong
Nanking	Canton
Hauchow	Pengpu
Yangchow	Chinkiang
Ningpo	Hangchow
Tientsin	Shaohsing

Shanghai Branch
441, Ningpo Road

Every description of Banking and Exchange business transacted.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Credits granted on approved securities.

Y. R. SUN,
Manager.
T. D. ZAR,
Sub-manager.

Business and Official Notices

TRY NEW TSINGTAO BEER

Specially brewed by

THE DAI NIPPON BREWERY CO'S TSINGTAO BREWERY

BEWARE The new label bears their full name and initials in Swastika.

Sole Agents: THE MITSUI BUSSAN KAISHA, LTD.

Tel. 4990: Private 40

Distributing Agents: YUEN WOO TAI & CO.

No. C217-18 Woosung Road: Tel. North 3127

ANTIMONY REGULUS.

(99% pure)

ALWAYS IN STOCK.

Apply, HUPEH GOVERNMENT MINING BUREAU, WUCHANG.

Tel. address "HUPEHMINE"

13721

Kiangnan Poultry Farm

Chun Hsin Road (back of the S. N. Railway Station)

This Farm supplies best POULTRY TONIC for sale; particularly good for birds in summer season. One picul for $2.00 only. Please order from the farm and it will be delivered to you.

STYLISH FITTINGS ADD STYLE TO THE GOODS

BUSINESS AIDS BY

V. K. SHEN & SON

Furniture Manfacturers and Decorative Contractors

THE PIONEERS OF PRACTICAL SHOP FITTING

Shop fronts [METAL & WOOD], airtight showcases, window enclosures, bronzed, brass or nickel and silver plated fittings of every description, beveled glass shelves in all shapes, bank and office fittings and funiture, museum cases, and stands, etc.

Sketches and Estimates Submitted Free

New Specimen and Sales Rooms: P372 Nanking Road, Tel. 5346
Head Office and Sales Rooms: 109 Hankow Road, Tel. 1710
Works: Tatung Road, and Sinza Road.

Good Shop Fronts and Fittings are Mute and Magnetic Money Makers

Yuen Woo Tai & Co.

Wholesale and Retail Dealers

Tel. No. North 3127.

C-217/218 Corner of Woosung and Quinsan Roads, Hongkew.

BAKERS, TOBACCONISTS, WINE and SPIRIT MERCHANTS, PROVISION SUPPLIERS.

Order Books will be sent on application.

Prices moderate.

14158

KINGMAN & BROS.

DENTAL-SURGEONS

of the Philadelphia Dental College and Garrestson's Hospital of Oral Surgery, Philadelphia, U.S.A., Will perform all Kinds of dental operation on modern Scientific principles And supply

Teeth of Superior Workmanship In Vulcanite, Gold and Alloy Plates, Gold Crown and Bridge Work.

All works are guaranteed to entire satisfaction.

No. 40 Szechuen Road.

12700

M. CHING CHONG

Proprietor, Yeh Mei-ching

Hardware and Metal Merchants

Government Contractors

Materials of every description for Engineering

Naval and Marine Stores always in stock

Our entire stock is from well-known manufacturers, and our prices are moderate

Sole Agent for

The Chee Hsin Cement Co., Ltd.

We have also Black Dye in stock, Trade Mark Zang Kun (象牌) at moderate prices.

For further information, please apple to—

66-69 North Soochow Road, Shanghai

Tel. Gen. office No. 2971

Tel. Pri. office No. 4385

Shanghai Waterworks Co., Ltd.

WASTE OF WATER

During the last few days there has been an abnormal increase in the consumption of water, and it is apparent that this increase is largely due to waste.

It is therefore necessary to ask for the co-operation of consumers in preventing misuse of water; householders are earnestly requested to supervise their servants in this respect, and to give the Company any information as to wastage, etc., wherever noticed.

During the present month any leaking tap reported to the Company will be repaired free of charge.

By Order of the Board:—

ARTHUR P. WOOD,

Engineer-in-Chief & Secretary.

14375

STEAMERS FOR SALE

D/W Tonnage Capacity:—4,600 and 1,300, June; 1,800 June/July; 6,500, 3,200, 5,500 and 6,300, July; 1,400 July/Aug.; 5,700, 3,750, 800, 3,500 and 1,500, Aug.; 3,200 and 6,500, Aug./Sept.; 3,100 and 3,500, Sept./Oct.; 5,850, 5,000, 4,100, 1,500 and 6,000 Oct.; 2,500, 2,000, 1,500 and 2,050, Dec.; 1,900, Dec./Jan.

C. A. MARTINHO MARQUES,
96 Szechuen Road.
Tel. No. 380.

CHUNG HWA TRANSLATION CO.

Undertakes translations of the following nature:

Letters, Contracts, News, Essays, Novels, Sciences, Advertisements, Regulations, Poems, Official Statements, Arts Descriptions, etc., etc.

from English into Chinese, and vice versa. Our translator is an expert with great experience. Translation is guaranteed. Speediness with satisfaction a speciality. Terms, from $5.00 per 1,000 words Catalogue Free. For particulars address:

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High-class Provisions

Constant arrivals of the best American and English Provisions, Wines and Spirits.

Only the best!

C. EDDIE & CO.

1132-3 Broadway, Shanghai.

Tel. North 639

14319

MUNICIPAL NOTIFICATION

No. 2435.

7% (SHORT TERM) LOAN 1917.

UNDER the authority of Resolutions V and VI passed at the Annual Meeting of Ratepayers on March 21, 1917, the Council hereby invites applications for debentures in the 7 per cent Loan of 1917.

The debentures in this issue will bear interest from the date of purchase at the rate of 7 per cent per annum payable on June 30 and December 31 in each year. They will be issued at par and will be redeemed on June 30, 1922.

The scrip will be issued in denominations of Tls. 1,000, Tls. 500 and Tls. 100 to suit the convenience of applicants.

Application forms can be obtained from The Treasurer, Finance Department, 24b Kiangse Road, to whom all enquiries should be addressed.

By order,

N. O. LIDDELL,
Acting Secretary.

Council Room,
Shanghai, March 23, 1917.

14188

New Wooden Steamers

FOR SALE

Delivery in December, 1917.

Apply to

C. A. MARTINHO MARQUES,
96 Szechuen Road.
Tel. No. Central 380.

Carpets and Rugs

MADE TO ORDER

Carpets and rugs of every description manufactured. Only Expert Workmen of Peking and Tientsin employed. Newest patterns and most artistic designs. Materials guaranteed to be of the best quality. Only the best Chinese colour, which remains ever fresh and will never fade, is used. Our goods have already established a wide reputation. Our factory is run on modern lines in every way, and we believe it is the first of its kind in Shanghai. Prices have been lowered. Foreign orders from abroad are solicited.

HWA YENG FACTORY.

Nos. 11, 13 and 15 Route des Soeurs and Corner of Great Western Road.

Sam Joe & Co

General Storekeepers, Grocers, Wine and Spirit Merchants.

Our goods are always absolutely fresh, being imported weekly from well-known manufacturers. "American" fresh fruit always in stock

PRICES VERY MODERATE
PROMPT ATTENTION GIVEN TO ALL ORDERS

Orders from outports and the interior are carefully packed, and all breakages will be promptly made good.

All kinds of Chinese and Japanese coal sold by us also.

A1114 Broadway

Telephone No. 1095.

SHANGHAI.

ASTOR HOUSE HOTEL,

TIENTSIN.

Cable Address:

ASTOR.

The leading Hotel in Tientsin. Delightfully situated, facing Victoria Park, and located in the Centre of the Town's Life and Business.

Spacious and Luxurious Dining and Reception Rooms.

Comfortable Bedrooms with Bath; Double, Single or En Suite.

First-Class Cuisine and Selected Cellar, under Foreign Supervision.

Central Heating, Electric Light, Modern Sanitary Arrangements.

Hotel Motor-Omnibus and Porters meet all Trains and Boats.

THE MANAGEMENT.

Piece Goods and Yarn

Messrs. Ilbert and Co., write as follows in their weekly market report:—

Peking has supplied an unexpected surprise in politics this week, by suddenly re-instating the deposed Imperial Dynasty, in the person of the 13 year old boy-heir to the Manchu throne, and needless to say, there is much indignation and alarm amongst the leaders of those provinces that were instrumental in bringing about the Republican form of Government that has now been calmly brushed aside.

Whether more than a severe explosion of words will ensue, is at present beyond conjecture, as events are too new and unexpected, but for the time being, as far as markets are concerned, the effect has been to virtually stop business. As usual in times of doubt or possible insecurity, the native banks pull their strings tight, lock their tills and practically retire from trade, with the result that native interest rushes up to fancy heights and business comes to an automatic standstill. Less than a week ago there was a strong and coming market, and orders for goods dated prior to the Peking "coup-d'etat" are still coming into Shanghai freely, notably from Honan province where stocks are said to be very bare, but even the North itself has sent quiet considerable orders along, none of which are being executed by the recipients in the meanwhile.

Auctions have been suspended this week.

Owing to the British Government's prohibition of the issuing of the Manchester export figures, we regret to announce that this useful statistical guide, which we publish on the 3rd page, must perforce come to a temporary end.

Grey Shirtings Generally.—Market nominally steady, but no private business to test prices except for one sale of Pighead 10 lbs. at Tls. 6.25. There have also been no sales by auction during the week.

White Shirtings.—Quite a fair business, considering the circumstances, has been done in these at steady prices, and we hear of the following sales:—Blue Dragon at Tls. 8.30, Small Dog at Tls. 8.25, Two Coins at Tls. 8.00, Blue Stag at Tls. 7.30, Blue Phœnix at Tls. 7.30, Aeroplane at Tls. 7.25, and Fancy Bee at Tls. 7.10.

Bleached T-Cloths.—Sales of these have been made in moderate quantities at advanced prices, the bulk of the orders being from Shantung. Particulars are as follows: Nine Phœnix at Tls. 7.50, Five Phœnix at Tls. 7.20, Single Phœnix at Tls. 6.55, Five Cocks at Tls. 5.00, and Nine Cocks at Tls. 4.75.

Sheetings.—American cloths have once again been in demand and business to the extent of about 100 bales has been transacted in the following:—Abbeville three Rabbits at Tls. 6.00, and Piedmont, Orr A, and Buffalo A, each at Tls. 5.85.

Dyed and Fancy Cottons.—The market continue strong but the only business worth mention comprises some orders from Hankow for Figured Poplins.

Cotton.—Our local market has been quiet during the week and there is no change in prices, although there is a slightly easier tendency due to the latest political movement at Peking. It is reported that small purchases have been made in new season's cotton for delivery November-December at Tls. 38.00 for Tungchow and Tls. 31.00 for Shanghai

Liverpool prices are cabled by Reuter as follows:—Middling American at 12.26d., Egyptian at 28.60d. and F.M.G. Bengal at 15.90d. per lb.

Local Yarn.—The recent monarchical movement at Peking has so far not affected our market to any particular extent, and although quiet is steady. A few sales are reported at the following prices.

10s.—125 Bales Lion at Tls. 110.00, 10 Bales Chelin at Tls. 113.00 to Tls. 115.00, Soochow Mill 400 Bales at Tls. 110.00.

16s.—1,000 Bales Soochow Mill Tls. 140.00 to Tls. 145.00. 1,500 Bales Red Round Dragon at Tls. 138.00 to Tls. 140.00, 500 Bales Anchor at Tls. 140.00.

Indian Yarn.—Market firm but still very quiet. the following business being reported:—

No. 10s—150 Bales Sorab at Tls. 116.00/118.00.

No. 12s.—100 Bales China at Tls. 112.50, 100 Bales Currimbhoy (Ring) at Tls. 115.50, 150 Bales Elphinstone at Tls. 112.00, and 75 Bales Moon at Tls. 112.50.

Japanese Yarn.—These spinnings have again recovered somewhat sharply in value but business done is very small, as follows:—

No. 16s.—50 Bales Blue Fish at Tls. 156.50 and 100 Bales Standing Horse at Tls. 155.00.

No. 20s.—100 Bales Fisherman at Tls. 160.00.

Rubber Outputs

	May	June
Alma	30,000	29,500
Amherst	3,196	2,023
Anglo-Dutch	70,000	66,000
Anglo-Java	133,800	122,000
Ayer Tawah	27,800	29,050
Batu Anam	19,447	20,000
Bukit Toh Alang	15,020	15,980
Bute	12,206	14,615
Chempedak	9,326	11,433
Chemor	16,560	18,711
Cheng	13,825	14,993
Consolidated	38,709	43,614
Dominion	38,897	42,592
Guala Kalumpong	114,060	110,816
Shipped to London	150,472	97,456
Cocoanuts	254,000	285,000
Rainfall (inches)	3½	1
Java Consolidated	64,000	59,000
Kamunting	18,594	17,875
Kapala	7,167	7,520
Kapayang	13,290	12,251
Karan	10,330	9,949
Kota Bahroe	45,547	44,819
Kroewoek	31,500	29,000
Langkat	51,125	58,753
Padang	25,000	26,500
Permata	—	—
Pengkalan	12,437	12,751
Repah	10,000	12,000
Samagaga	—	16,600
Semambu	12,388	12,863
See Kee	9,528	8,475
Senawang	25,717	30,145
Shangha'-Malay	—	19,794
Shanghai-Klebang	11,154	12,372
Shanghai-Ke'antan	10,330	12,000
Shanghai-Seremban	10,211	11,000
Shanghai-Pahang	17,042	16,329
Shanghai-Sumatra	45,860	53,510
Sua Manggis	17,400	20,000
Sungala	7,157	8,157
Sungei Duri	17,552	17,460
Taiping	—	—
Tanah Merah	26,000	28,000
Tebong	70,000	69,000
Ulobri	5,416	5,339
Ziangbe	57,700	47,500

Shipping Items

The N.K.K. s.s. Fengyang Maru left Hankow for Shanghai on Thursday.

The I.-C. s.s. Suiwo left Hankow for Shanghai on Thursday.

The C.N. s.s. Luenyi left Hankow for Shanghai on Thursday.

The C.N. s.s. Shuntien left Tientsin for Shanghai on Thursday.

The C.N. s.s. Sinkiang left Hongkong for Shanghai on Thursday.

The C.M. s.s. Kiangkwan left Hankow for Shanghai on Friday.

The C.N. s.s. Ngankin left Hankow for Shanghai on Friday.

The N.K.K. s.s. Tachi Maru left Hankow for Shanghai on Friday.

The C.M. s.s. Kianghsin left Hankow for Shanghai yesterday.

The N.K.K. s.s. Yohyang Maru left Hankow for Shanghai yesterday.

The I.-C. s.s. Wosang left Hongkong for Shanghai yesterday.

The H.O. s.s. Tehhsing left Hankow for Shanghai on Thursday.

The I.-C. s.s. Kutwo will leave Hankow for Shanghai today.

The C.N. s.s. Tungchow will leave Tientsin for Shanghai today.

The C.N. s.s. Anhui will leave Hongkong for Shanghai today.

The I.-C. s.s. Koonshing will leave Tientsin for Shanghai via Chefoo and Weihaiwei today.

The I.-C. s.s. Tuckwo will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Tatung will leave Hankow for Shanghai tomorrow.

The N.K.K. s.s. Tachang Maru will leave Hankow for Shanghai tomorrow.

The H.O. s.s. Changon will leave Hankow for Shanghai tomorrow.

The K.M.A. s.s. Yodo Maru (chartered) left Chinwangtao for Shanghai on Friday.

Passengers Arrived

Per N.Y.K. s.s. Chikugo Maru from Japan:—Mr. J. G. Thomson, Mr. and Mrs. Sanderson, Mr. H. A. Watter, Mr. J. C. Lewis, Mr. M. H. Bostick, and Mrs. L. K. Griffith.

Per C.M. s.s. Kiangteen from Ningpo:—Miss T. M. Beyer, Messrs. Lu, H. K. Grave, and G. W. Conllas.

Per C.N. s.s. Fengtien from Tientsin:—Mrs. McCleary, Master Kewanagh, Mr. and Mrs. Woo Kwan-hsin and 2 children, Messrs. McEwan, Peach, and Adderley.

Per I.-C. s.s. Luenho from Hankow:—Mr. A. W. Forniss.

Per C.N. s.s. Chenan from Hongkong:—Miss Evans.

Per C.P.O.S. s.s. Empress of Russia from Hongkong:—Mr. R. Buckan, Lieut. P. R. Butler, Mr. and Mrs. G. Bertalone, Mr. B. M. Bryan, Mr. M. C. Crooks, Mr. Fat Song-cheung, Mr. A. J. Carson, Mrs. D. Forbes and 2 children, Mr. F. N. Fleming, Mr. and Mrs. W. S. Hulse, Mr. C. H. Hing, Dr. and Mrs. H. Haigh, Mr. E. M. Joseph, Mr. and Mrs. H. Kirkland, Mrs. Chin Nam-kan, Mrs. Leung Shi-kan, Mrs. Tai Tai-kan, Mrs. Shut Hing-kan and 3 children, 2-Lieut. J. C. Logan, Misses R. and C. Luchang, Mr. and Mrs. Ching Lee, Mr. A. Littage, Mr. M. Mojo, Mr. and Mrs. C. Ming Shan, Mr. S. N. Morse, Mrs. Nolasco and child, Vice-Consul and Mrs. Lu Ling-tien and 3 children, Mr. F. Powell, Mrs. M. P. Strawn, Mrs. Tebenger, Mr. J. K. Tweed, Mr. C. Williamson, Mr. C. E. Warren, and Mr. C. Y. Wang.

Passengers Departed

Per C.P.O.S. s.s. Empress of Russia for Japan and Canada:—Mrs. J. H. Arthur, Mr. and Mrs. Allison, Mr. and Mrs. J. J. Heeren, Mrs. W. P. Ker, Mrs. J. H. Korn and 2 children, Mrs. Krause, Mr. and Mrs. John Liddell, Mrs. Geo. D. Lowry, Rev. and Mrs. E. L. Mattox, Mr. and Mrs. T. H. Montgomery and 6 children, Mr. and Mrs. S. C. McKee, Fr. F. Del. Olmo, Mr. and Mrs. L. Peebles, Mr. and Mrs. G. S. Morse, Mrs. Hickman, Mrs. A. J. Brace, Mr. and Mrs. J. R. Patton Mrs. Powrie, Mrs. T. F. Robisson and daughter, Mr. and Mrs. M. Reid, Fr. J. Rodriquez, Mrs. E. H. Thomson, Mrs. G. M. Wheelock, Mr. and Mrs C. W. Wrightson, Mr. and Mrs. H. K. Wright, Mr. and Mrs. E. McBain, Mr. and Miss D. McBain, Mrs. C. R. Burkill, Mrs. O. Marriott, Mrs. Gulland, Mr. and Mrs. E. J. Hogg, Mrs. J. D. Coutts, Mr. and Mrs. L. Lion, Mrs. Eitzen and child, Mr. and Mrs. R. and Master C. Moses, Dr. and Mrs. W. Isenman, Mr. and Mrs. W. B. Sutherland, Mr. and Mrs. E. S. Kadoorie, Mr. and Mrs. E. C. Pearce, Mr. and Mrs. A. E. Measor, Mrs. E. A. Prince and child, Mr. and Mrs. C. W. Ure, Mrs. T. R. Murphy, Mrs. S. J. Shibbeth, Mrs. F. H. Ford, Mrs. S. Moosa, Mrs. E. A. Polgsand, Misses A. Brown, M. A. Bremer, E. Deal, A. Doust, H. Gardiner, E. M. Gauss, A. Green, Edith Hayes, E. Hart, J. Jones, M. F. and M. Lowry, I. G. Low, E. V. and E. Luce, Mattox, M. Hickman, Mary E. Heiren, K. E. Phelps, N. W. Troy, A. Terrell, T. Ross, Purcell, Linnar, Moses, Murer, M. and R. Shibbeth, Capt. F. H. Davis, Drs. G. Hoefer and Van Den Frook, Masters Ker, O. Krause, Liddell, George and M. D. Lowry, H. Hickman, C., B. and W. Brace, Moses, Kadoorie and R. Herlofton, Messrs. Geo. Abbott, E. Backhouse, P. W. Beavan, C. H. Ford Jr. A. E. Golding, W. P. Graham, M. S. Gubbay, W. G. Hoffman, J. T. Lamerroux, Katherine C. Lowry, L. McKee, J. R. Hickman, Chas. R. Powrie, Jean and Helen Powrie, N. D. Robinson, E. T. Singer, John Stenhouse, J. L. Scott, S. L. Shamoon, A. M. Samuels, R. Ross Thomson, W. B. Walker, Hugh Wright, P. R. Bakeman, R. H. Purcell and Dr. Van Denbrock.

Siccawei Weather Report

Saturday, July 7, 1917.

WEATHER.		4 a.m.	9 a.m.
Barometer Centg., mms		750.15	750.32
" " Inches		29.53	29.69
Variation mm. for 24h		†35.1	†6.4
Variation mm. for 12h		†2.30	†2.46
Wind	Direction	NNW	N
	Kilom per hour	10	10
	Miles	6.2	6.2
Temperature	Cen	19.3	25.6
	Fahr	67.7	78.1
Humidity 100		97	90
Rebumsity 5-10		2	5
Rainfall mm		—	—
Rainfall inches		—	—

6.—The area of very low pressures previously shown over Central China has shifted towards the Eastern Sea; showers and squalls along its path.

The winds have gradually backed from E.N.E. to N.W. in our regions. Southerly breezes to the S. of the 30th parallel.

7.—The weather has cleared up the barometers have considerably risen. Very light N.W. breezes.

Launch Services

TODAY

The tender conveying passengers and mails to the N.Y.K. s.s. Mishima Maru will leave the Custom jetty at 1.30 p.m.

TOMORROW

The tender conveying passengers to the S.M.R. s.s. Kobe Maru will leave the Customs Jetty at 12.30 p.m.

AMUSEMENTS

APOLLO THEATRE

Programme for July 8th

TONIGHT TONIGHT

"'TWAS BUT A DREAM"

Drama by M. Delona.

IN TWO PARTS

"THE LUCKY HUMP"

A Two-Part Comedy. by M. Prince.

Pathe's British, French and American Gazettes

Depicting all the latest events.

"HER 'S. O. S.' CALL"

An interesting and captivating one-reel photo-play.

"A MEETING FOR A CHEATING"

L'ko Comedy.

MATINEE, Today at 3 p.m.

Showing 7th and 8th Episodes of

"THE SHIELDING SHADOW"

Four Reels

THE Olympic Theatre

PRESENTS

FOR TWO NIGHTS ONLY

June 8th and 9th

MATINEE TODAY

Three New Episodes, 4th, 5th and 6th, of the

Greatest Cinematographic Achievement

"GLORIA'S ROMANCE"

Satisfied Audiences have been the rule at every Theatre where "Gloria's Romance" has been shown.

Change of Programme

TONIGHT

AT THE

VICTORIA THEATRE

Showing Sensational and Interesting New Pictures.

PROGRAMME

"BINK'S WIFE'S UNCLE"

Comedy

"Putting the Fig in the Slowtown"

Comedy

"The Two Beasts"

IN THREE PARTS

A Thrilling Vivid and Humorous Drama, With Fast-Passing Scenes of Life

Latest events on the

Gaumont Graphic

And the Latest Keystone Comedy

"GUSSIE'S DAY OF REST"

A Cycle Farce. In Two Parts

"CAPTURING BAD BILL"

Comedy

ISIS THEATRE

Coner of JUKONG Road and North Szechuen Road (150 yard from Range Road)

Two Performances Nightly

7.15 p.m. and 9.15 p.m.

TONIGHT TONIGHT

The 15th and Final Episode of the SERIAL MASTER PLOT

"The Mysteries of Myra"

entitled:—

"THE THOUGHT MONSTER"

Don't Miss the end of this wonderful picture, it is of great interest as well as amusing

Showing Tonight

The Sensational and thrilling story in 3 parts

"Won in the Clouds"

Being one of the best film every shown in Shanghai

Showing also the screaming comedies:—

"BOMBS AND BANGS"

"THERE IS MUSIC IN THE HAIR"

Admission Prices:—

Stall 30 cents, Dress Circle 50 cents, Box seat 70 cents.

St. George's Gardens

(Bubbling Well Road)

Open-Air Cinema

Every Evening

at 9.15

Change of Programme

on Mondays & Fridays

TOWA CINEMA THEATRE

No. 3 Woochang Road [Near Chaloo Road]

Programme for July 5th.

"WHO'S GUILTY?"

Fourteen Powerful Stories by Mrs. Wilson Woodrow, each story complete in itself. Tonight showing 3rd and 4th stories, entitled "THE TANGLED WEB" and "THE SILENT SHAME"; four reels.

"A HOT TIME IN SNAKEVILLE"

Essanay Comedy.

"FROM DOUGH TO KNEADING BOARD"

Heinie and Louie Comedy.

ALL NEW PROGRAMME EVERY MONDAY AND FRIDAY.

Admission Prices

1st class 30 cts., 2nd class 20 cts., 3rd class 10 cts

TWO SHOWS

Every Night: 7.15 and 9.15 p.m.

Matinees today at 2.30 p.m.

Commencing Monday, July 9th,

"THE SHIELDING SHADOW"

The Wonder Serial of the World. In 15 Episodes, each Two Reels. The first Two Episodes, entitled: "TREASURE TROVE" and "INTO THE DEPTHS" Four Reels.

GENERAL SHIPPING NEWS

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
July 17	..	Tacoma & Seattle	Hawai Maru	Jap.	O. S. K.
" 20	..	San Francisco	Korea maru	Jap.	Alexander
" 21	..	San Francisco	Col mbia	Am.	P. M. S. S. Co
" 21	10.30*	Victoria B.C. & Seattle	Inaba maru	Jap.	N.Y.K.
" 30	..	San Francisco	Siberia maru	Jap.	Alexander
Aug 6	..	Victoria B.C. & Seattle	Yokohama maru	Jap.	N.Y.K.

FOR JAPAN PORTS

July 10	4.00*	Nagasaki, Moji & Kobe	Chikugo maru	Jap.	N.Y.K.
" 12	4.00*	Moji, Kobe & Osaka	Kumano maru	Jap.	N.Y.K.
" 14	..	Nagasaki, Moji & Kobe	Yawata maru	Jap.	N.Y.K.
" 17	..	do	Hakuai maru	Jap.	N.Y.K.
" 18	..	Kobe and Yokohama	Atsuta maru	Jap.	N.Y.K.
" 19	..	Moji, Kobe & Osaka	Kasuga maru	Jap.	N.Y.K.
" 21	..	Kobe & Yokohama	Inaba maru	Jap.	N.Y.K.

FOR EUROPE, INDIA, STRAITS, ETC.

July 9	1.30	London etc.	Mishima maru	Jap.	N.Y.K.
" 10	..	Singapore & Bangkok	Falstria	Sw.	E.A.Co.
" 23	11.00*	Liverpool etc.	Suwa maru	Jap.	N.Y.K.
Aug 5	..	London etc.	Atsuta maru	Jap.	N.Y.K.

FOR SOUTHERN PORTS

July 8	11.00*	Hongkong	Canada maru	Jap.	O.S.K.
" 8	noon	Satow, Hongkong & Canton	Singan	Br.	B. & S.
" 8	A.M.	Foochow	Haean	Chi	C.M.S.N.Co.
" 9	A.M.	Hongkong & Canton	Taishun	Chi.	C. M. S. N. Co
" 9	4.00	Ningpo	Hsin Pekin:	Br	B. & S.
" 9	4.00	Ningpo	Hsin Ningshao	Chi	N.S.S.Co.
" 10	5.30	Ningpo	Kiangteen	Chi	C.M.S.N.Co.
" 10	D.L.	Swatow, H'kong & Canton	Cheman	Br	B. & S.
" 12	D.L.	Amoy, Hongkong & Canton	Sinkiang	Br.	B. & S.
" 13	..	Takao via F'chow & K'lung	Keelung maru	Jap.	O.S.K.
" 15	D.L.	Swatow, H'kong & Canton	Anhui	Br.	B. & S.
" 17	D.L.	Swatow, Hongkong & Canton	Sunning	Br.	B. & S.
" 20	11.30*	Hongkong	Yokohama maru	Jap.	N.Y.K.
" 28	..	Manila	Venezuela	Am.	P. M. S. S. Co.

FOR NORTHERN PORTS

July 8	3.00	Weihaiwei, Chefoo & T'tsin	Kingsing	Br.	J. M. & Co.
" 9		Tientsin direct	Kwangping	Br.	K. M. A.
" 9	1.30	Dalny	Kobe maru	Jap.	S.M.K.
" 10	3.00	Weihaiwei, Chefoo & T'tsin	Fengtien	Br.	B. & S.
" 11	D.L.	Antung	Wenchow	Br.	B. & S.
" 12	10.00*	Weihaiwei, Chefoo & T'tsin	Shuntien	Br.	B. & S.
" 13	5.00	Dalny	Sakaki maru	Jap	S. M. R.
" 14	10.00*	W.h.w., C'foo & T'tsin	Tungchow	Br	B. & S.
" 15	..	Tientsin, Dalny & Tsingtao	Kohoku maru	Jap.	O.S.K.

FOR RIVER PORTS

July 8	M.N	Hankow etc.	Kiangkwan	Chi	C.M.S.N.Co.
" 9	M.N.	do	Kiangyu	Chi	C.M.S.N.Co.
" 9	M.N.	do	Talee maru	Jap.	N.K.K.
" 9	M.N.	do	Luenho	Br.	J. M. & Co
" 10	M.N.	do	Luenyi	Br.	B. & S.
" 10	M.N.	do	Suiwo	Br.	J. M. & Co.
" 10	M.N	do	Fengyang maru	Jap.	N.K.K
" 11	M.N.	do	Kiangyung	Chi	C.M.S.N.Co.
" 11	M.N.	do	Ngankin	Br.	B. & S.
" 11	M.N.	do	Tachi maru	Jap.	N.K.K
" 11	M.N.	do	Suiwo	Br.	M. & Co.
" 11	M.N.	do	Kiangshein	Chi	C.M.S.N.Co.
" 12	M.N.	do	Kinyang maru	Jap.	N.K.K
" 13	M.N.	do	Fuckwo	Br.	J. M. & Co.
" 13	M.N.	do	Patung	Br.	B. & S.

* A.M. M.N.—Midnight. D.L.—Daylight.

Arrivals

Date	From	Ship's Name	Tons	Flag	Agents	Berth
July 7	Ningpo	Kiangteen	2012	Chi.	C.M.S.N Co	KLYW
" 7	Tientsin	Fengtien	1078	Br.	B. & S.	CNW
" 7	Japan	Chikugo maru	1446	Jap.	N.Y.K	NYKW
" 7	Hankow	Kiangyu	1490	Chi.	C.M.S.N.Co.	KLYW
" 7	Hankow	Luenho	1520	Br.	J. M. & Co.	SHW
" 7	Hongkong	Chenan	1064	Br.	B. & S.	CNW
" 7	Hankow	Talee maru	1126	Jap.	N.K.K	LPDW

Departures

Date	For	Ship's Name	Tons	Flag	Agents
July 7	Chefoo & Tientsin	Shengking	1815	Br.	B. & S.
" 7	Wenchow via Ningpo	Kwangchi	314	Chi.	C.M. S. N. Co.
" 7	Swatow & Hongkong	Esang	1137	Br.	J. M. & Co.
" 7	Japan	Chikuzen maru	2578	Jap.	N.Y.K.
" 7	San Francisco	Persia maru	9000	Jap.	Alexander
" 7	Hankow etc.	Ningshao	232	Chi.	N. Co.
" 7	Hankow etc.	Poyang	1892	Br.	B. & S.
" 7	Ningpo	Kiangteen	2012	Chi.	C.M.S N. Co

For Southern Ports

HONGKONG.—The Steamer Canada Maru, Capt. T. Suruga, will be despached from the Co.'s Yangtszepoo wharf on July 8, at 11 a.m. The steam-launch conveying passengers on board will leave the jetty at 9 a.m. on the same day. For Freight or Passage apply to The Osaka Shosen Kaisha. No 4, The Bund. Tel. No. 4234 and 4047.

HONGKONG and CANTON.—The Str. Haean, Capt. C. Westerland, will leave on Sunday, morning. For Freight or Passage apply to C.M.S.N. Co.

FOOCHOW.—The Str. Haean Capt F. H. Wallace, will leave on Sunday morning. For Freight or Passage apply to C. M. S. N. Co.

SWATOW, HONGKONG & CANTON.—The China Navigation Co.'s Str. Singan, Capt. M. McDonald, will leave on Sunday, July 8, at noon. For Freight or Passage, apply to Butterfield and Swire, Agents. Tel. No. 77.

NINGPO.—The China Navigation Co.'s str. Hsin Peking, Capt. A. Scott, R.N.R. will leave from the French Bund on Monday, July 9, at 4 p.m. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

SWATOW, HONGKONG & CANTON.—The China Navigation Co.'s Str. Chenan, Capt, P. H. Cowan, will leave from the French Bund direct for the above ports on Tuesday, July 10, at daylight. For Freight or Passage apply to Butterfield and Swire, Agents Freight Tel. No. 77, Passage Tel. No. 401.

AMOY, HONGKONG & CANTON. The China Navigation Co.'s Steamer Sinkiang Captain Benson, will leave from the French Bund direct for the above ports on Thursday, July 12 at daylight. For Freight or Passage apply to Butterfield and Swire. Agents, Freight Tel. No. 77, Passage, Tel. No. 401.

TAKAO (FORMOSA) via FOOCHOW and KEELUNG.—The Str. Keelung Maru, Capt. T. Kamiashi, will be despatched from the Co.'s Yangtszepoo wharf on July 13, at ——— The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at ——— on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha. No. 4, The Bund. Tel. No. 4234 and 4047.

SWATOW, HONGKONG & CANTON.—The China Navigation Co.'s Steamer Anhui, Captain Eedy, will leave from the French Bund direct for the above ports on Saturday, July 15, at daylight. For Freight or Passage apply to Butterfield and Swire, Agents Freight Tel. No. 77, Passage Tel. No. 401.

For Foreign Ports

TACOMA & SEATTLE, CALLING at VICTORIA B.C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA.—The str. Hawai Maru Captain J. Kanao, will be despatched from on July 17, at ———Through Bills of Lading are granted for American Ports and overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co. at seattle and Tacoma. Consular Invoices must accompany overland shipment. The tender will leave the Customs jetty for conveyance of passengers and mails to the steamer, ———on the same day. For Freight or Passage, apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234, 4047.

Vessels Loading

For River Ports

HANKOW & PORTS.--The Str. Kiangkwan Capt. C. B. Conley. will leave on Sunday night. For Freight or Passage apply to C. M. S. N. Co.

HANKOW and PORTS.—The Co.'s Str. Talee Maru Capt. G. Sainda, will be despatched from pootung N.K.K. wharf on Monday, July 9, at about 12 o'clock midnight. For Freight and Passage apply to The Nisshin Kisen Kaisha. No. 5 The Bund. Tel. No. 3256.

HANKOW and PORTS.—The Str. Kiangyu Capt. J. Carlson, will leave on Monday night. For Freight or Passage apply to C. M. S. N. Co.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. Luenho tons 2,868 Capt. Jackson, will leave on Monday, July 9 at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson & Co., Ltd., General Managers. Tel. No. 240.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. Suiwo tons 2,671 Capt. Sellar, will leave on Tuesday, July 10 at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson & Co., Ltd., General Managers. Tel. No. 240.

HANKOW and PORTS.—The Co.'s Str. Fengyang Maru, Captain S. Takano, will be despatched from N.Y.K. wharf on Tuesday, July 10, at about 12 o'clock midnight. For Freight and Passage apply to The Nisshin Kisen Kaisha. No. 5 The Bund. Tel. No. 3256.

HANKOW and PORTS.—The China Navigation Co.'s Steamer Luenyi, Captain Frazier will leave from the French Bund on Tuesday, July 10, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire. Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW and PORTS.—The China Navigation Co.'s Steamer Ngankin, Capt. Newcomb, will leave from the French Bund on Wednesday, July 11, at about 12 o'clock midnight. For Freight or Passage apply to Butterfield and Swire. Agents, French Bund. Freight Tel. No. 77, Passage, Tel. No. 401.

HANKOW and PORTS.—The China Navigation Co.'s Steamer Tatung, Captain Williams, will leave from the French Bund on Friday, July 13, at about 12 o'clock midinght. For Freight or Passage, apply to Butterfield and Swire. Agents, French Bund. Freight Tel. No. 77, Passage, Tel. No. 401.

HANKOW and PORTS.—The China Navigation Co.'s Steamer Wuchang Capt. Pickard, will leave on Saturday, July 14 at about 12 o'clock midnight. For Freight apply to Butterfield & Swire Agents. Tel. No. 77.

For Northern Ports

TIENTSIN direct.--The Kailan Mining Administration s.s. Kwangping July 9. For Freight or Passage, apply to Agent, No. 1 Jinkee Road. Tel. No. 319.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer Fengtien, Captain Harris, will leave from the French Bund on Tuesday, July 10, at 3 p.m. For Freight or Passage, apply to Butterfield and Swire. Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

ANTUNG.—The China Navigation Co.'s Steamer Wenchow, Captain A. McDwell, will leave on Wednesday, July 11, at daylight. For Freight or Passage, apply to Butterfield and Swire, Agents. Tel. No. 77.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Str. Shuntien Capt. Northcombe, will leave from the French Bund on Thursday, July 12 at 10 a.m. For Freight or Passage, apply to Butterfield and Swire Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Str. Tungchow, Captain McIntosh, will leave from the French Bund on Saturday, the July 14, at 10 a.m. For Freight or Passage, apply to Butterfield and Swire Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TIENTSIN, DALNY and TSINGTAO.—The Steamer Kohoku Maru, Capt. K. Saito, will be despatched from the Co.'s Pootung Wharf on July 15, at ——— The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at——— on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234, and 4047.

TSINGTAO & TIENTSIN.--The Str. Taichi Maru, Capt. H. Ueda, will be despatched from the Co.'s Yangtszepoo wharf on July 21 at ------ The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at ------- on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha. No 4, The Bund. Tel. No. 4234 and 4047.

C. N. C.

CHINA NAVIGATION CO., LTD.

YANGTSZE RIVER & CHINA COAST PORTS.
FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.—S.S. Luenyi, Ngankin, Poyang, Tatung, Tungting and *Wuchang.—Sailing from the French Bund at midnight. These steamers connect with the Company's regular lines on the Upper Yangtsze and Hunan Lake.

*The s.s. Wuchang is especially fitted to handle heavy lifts. Regular sailings every Tuesday, Wednesday, Friday and Saturday at midnight.

FOR HONGKONG and CANTON.—S.S. Anhui, Chenan, Yingchow, Sinkiang, Shantung and Sunning.—Sailing from the French Bund and connection at Hongkong with the Company's steamers for Hoihow, Pakhoi, Haiphong, Manila, Cebu, Iloilo, Zamboanga and Australian ports.
Sailing from the French Bund every Tuesday, Thursday, and Sunday.

For TIENTSIN and PEKING via WEIHAIWEI and CHEFOO.—S.S. Tungchow, Fengtien, Shuntien and Shengking.—Sailing from the French Bund every Tuesday, Thursday and Saturday.

For NINGPO:—S.S. Hsin Peking.—Sailing from the French Bund. Regular sailings every Monday, Wednesday and Friday at 4 p.m. The above steamers are installed with Electric Light throughout, with Steam Heaters in the State Rooms and Dining Saloon, and are otherwise completely fitted for the comfort and convenience of passengers.

For further particulars regarding passage money, etc., see "THE TAIKOO SHIPPING GAZETTE," obtainable from the undersigned, or from The International Sleeping Car Express Train Co., or from Messrs. THOMAS COOK & SON, Foochow Road.

BUTTERFIELD & SWIRE,
Agents. 21-23 French Bund.

Freight: Telephone No. 77.
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Operating the new first-class steamers
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The most comfortable route to America and Europe

SAILINGS FOR SAN FRANCISCO

S.S. "Colombia"	July 21, 1917
S.S. "Venezuela"	Aug. 18, 1917
S.S. "Ecuador"	Sept. 15, 1917

SAILINGS FOR MANILA.

S.S. "Venezuela"	July 28, 1917
S.S. "Ecuador"	Aug. 25, 1917
S.S. "Colombia"	Sept. 22, 1917

(Subject to change)

These steamers have the most modern equipment, including overhead fans in all staterooms, which contain no upper berths. One and two-berth staterooms only.

The Safety and Comfort of Passengers our first consideration.

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(Subject to Alteration)

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(For Tacoma and Seattle, Wash.)
Via Pacific, calling at Nagasaki or Moji, Kobe, Yokkaichi, Shimidzu Yokohama and Victoria, B. C.

		arr.	leave.
"HAWAII MARU" ....(18,000 tons) Capt. J. Kano,		July 16,	17
(For Hongkong)		arr.	leave.
"CANADA MARU" ...(12,000 tons) Capt. T. Suruga.		July 6,	8

CHINA COASTING LINE

For Tientsin, Dairen and Tsingtau.		arr.	leave.
"KOHOKU MARU" ....(2,610 tons) Capt. K. Saito,		July 12	15
For Tsingtau and Tientsin.			
"DAICHI MARU" .....(1,201 tons) Capt. T. Kamiashi,		July 19	21
For Foochow, Keelung and Takao.		arr.	leave
"KEELUNG MARU" ..(1,569 tons) Capt. T. Kamiashi,		July 12,	13

The Company also run numerous steamers from Japan to India, South America, Australia, China, Korea, Vladivostock, and also between the Principal Ports in Japan.

For freight, passage and further information, please apply to:—

H. YAMAUCHI, Manager.
OSAKA SHOSEN KAISHA, Union Building, 4 The Bund.
Tel. Address: SHOSEN, SHANGHAI. Tel. Nos. 4047, 4234.

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To Canada, United States and Europe via Vancouver
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via
GLACIER, FIELD, LAKE LOUISE, BANFF

Along the Fraser and Thompson River Canyons Through the Selkirks and Canadian Rockies

Every facility of our office is at your disposal in planning trips, and we shall be pleased to quote fares to any point, and work out itineraries from starting point to destination.

For further information, sailing, etc., please apply to

G. M. JACKSON, General Agent Passenger Dept.
L. E. N. RYAN, Agent.
Corner of Peking and Yuen Ming Yuen Roads,
Tel. 181 and 182 Shanghai.

T. K. K.

TOYO KISEN KAISHA.

(ORIENTAL STEAMSHIP COMPANY.)

SEMI-TROPICAL ROUTE.

To San Francisco from Shanghai via Nagasaki, Kobe, Yokohama and Honolulu.

"KOREA MARU"	20,000	..	July 20 ..
"SIBERIA MARU"	18,000	..	July 30 ..
"TENYO MARU"	22,000	..	Aug. 13 ..

All the steamers of this Company are thoroughly modern and up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Laundry, Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performances, Deck Dances. Service and Cuisine unexcelled.

REDUCED FIRST CLASS RATES by the steamers Nippon Maru and Persia Maru offering superior accommodation, first-class cuisine, and service.

Lay-Over privileges allowed at all ports of call. Interchangeable with steamers of the Pacific Mail Steamship Company, and Canadian Pacific Ocean Services Ltd.

Railway transportation between Nagasaki, Kobe, and Yokohama may be had on application to the purser.

T. N. ALEXANDER, *Agent*,
North China Insurance Co.'s Building.
Telephone No. 3229. (Entrance, 71 Szechuen Road).

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S.S. CHINA

(AMERICAN REGISTRY)
WILL SAIL FROM SHANGHAI FOR

SAN FRANCISCO

VIA NAGASAKI, KOBE, YOKOHAMA AND HONOLULU
SEPT. 8, NOV. 19. JAN. 31

AN UNSURPASSED HIGH-CLASS PASSENGER SERVICE AT INTERMEDIATE RATE
REDUCED RATES TO MISSIONARIES

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AUG. 26, NOV. 6. JAN. 17
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Shanghai Agents:
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(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government

SAILINGS FROM SHANGHAI.

(Subject to alteration.)

EUROPEAN LINE.

For London or Liverpool via ports.

*(For Liverpool.)

	Tons		
MISHIMA MARU	16,000	———	July 9
*SUWA MARU	21,000	———	July 22
ATSUTA MARU	16,000	———	Aug. 5

AMERICAN LINE.

Via Pacific, calling at Hongkong, Shanghai, Moji, Kobe, Yokohama, Victoria, B.C., and and Seattle, Wash.

INABA MARU	12,500	Capt. K. Higo,	July 21, 1917
YOKOHAMA MARU	12,500	Capt. T. Terada,	Aug. 6
SADO MARU	12,500	Capt. K. Shinohe,	Aug. 28, 1917

SHANGHAI-YOKOHAMA LINE. (Via Nagasaki, Moji and Kobe.)

CHIKUGO MARU	5,500	Capt. Y. Yui,	July 10
YAWATA MARU	7,000	Capt. K. Yasuhara,	July 14
HAKUAI MARU	5,000	Capt. K. Takano,	July 17
YAMASHIRO MARU	7,000	Capt. K. Sudzuki,	July 21
OMI MARU	7,000	Capt. M. Machida,	July 24

KOBE TO SEATTLE.

AWA MARU	12,500	Capt. K. Hayashi,	July 13

SHANGHAI, KOBE AND OSAKA LINE (Via Moji.)

KUMANO MARU	9,500	Capt. S. Saito,	July 12
KASUGA MARU	7,000	Capt. K. Yagiu,	July 19

FOR JAPAN.

ATSUTA MARU	16,000	———	July 18
INABA MARU	12,500	Capt. K. Higo,	July 21

AUSTRALIAN LINE.

Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila.)

			Leave Hongkong.
NIKKO MARU	10,000	———	July 17, 1917
AKI MARU	12,500	———	Aug. 14, 1917
TANGO MARU	14,000	———	Sept. 18, 1917

CALCUTTA LINE.

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage.)

BOMBAY LINE.

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage.)

The Company also runs numerous steamers from Japan to Chnia and Korean ports and Vladivostock, and also between the principal ports in Japan.

For freight, passage and further information, apply to

T. IBUKIYAMA, Manager, Nippon Yusen Kaisha.

Tel. Address: **Yusen, Shanghai.** Tel. No. 2729.

CHINESE GOVERNMENT RAILWAYS

TIENTSIN-PUKOW LINE

TIME TABLE

(Published by order of the Administration)

0⁰⁰ — Midnight, 13³⁰ — 1³⁰ p.m.

September 1st, 1916. and until further notice

Mail 101 B. s.	Mail 3. B. s.	Luxe 1. B. S.	Miles	Peking-Mukden Line	Luxe 2. B. S.	Mail 4. B.	Mail 102. B. s.
2086	835	300	0	dep. Peking arr.	2230	1950	1020
2345	1112	635	. .	arr. Tientsin-Central dep.	1935	1700	720
2350	1117	640	84	dep. Tientsin-Central arr.	1930	1638	710
000	1125	650	. .	arr. Tientsin-East dep	1920	1645	700
1910	520	2310	524	arr. Mukden dep	280	. .	1040

Local 5.	Mail 3. B. s.			Tientsin-Pukow Line			Mail 4. B. s.	Local 6.
735	1130	—	0	dep. Tientsin-East arr.	—		1705	1950
725	1110	—	2.71	arr. Tientsin Central dep.	—		1655	1941
745	1200	—		dep. Tientsin-Central arr.	—		1631	1911
1133	1500	—	78	dep. Tsangchow dep.	—		1332	1508
1457	1740	—	148	dep. Techow dep.	—		1048	1158
1801	2021	—	—	arr. Tsinanfu dep.	—		806	845
7.	:	—	220	:	—		:	8.
830	2031	—	—	dep. Tsinanfu arr.	—		756	1812
1039	2231	—	266	dep. Taianfu dep.	—		601	1542
1300	038	—	318	arr. Yenchowfu dep.	—		349	1311
1315	018	—		dep. Yenchowfu arr.	—		339	1256
1554	316	—	377	dep. Lincheng dep.	—		120	1032
1816	450	—	—	arr. Hsuchowfu dep.	—		2336	810
9.	:	—	420	:	—		:	10.
630	457	—	—	dep. Hsuchowfu arr.	—		2329	2007
1156	833	—	523	arr. Pengpu dep.	—		1958	1442
1206	840	—		dep. Pengpu arr.	—		1946	1432
1657	1152	—	600	dep. Chuchow dep.	—		1648	928
1848	1300	—	631	arr. Pukow dep.	—		1530	728

Express 16 B. S.	Express 10. B.			Shanghai-Nanking Line			Express 1. B.	Express 15. B. S.
. .	1420	. .	0	dep. Nanking-Ferry arr.	. .		1410	. .
2350	1420	. .	. .	dep. Nanking arr.	. .		1415	650
700	2120	. .	193	arr. Shanghai-North dep.	. .		755	2300

Yenchowfu Tsiningchow Branch Line				Lincheng-Tsochuang Branch Line			
930	1350	2130	d. Yenchowfu a.	610	1230	2000	530	1110	1800	d. Lincheng a.	810	1410	2100
1032	1455	2232	a. Tsiningchow d.	528	1125	1838	638	1219	1908	a. Tsochuang d.	702	1302	1952

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

Conventional Signs.

300 | — train runs on Thursday only. 230 | — train runs on Fridays only.

| 300 — on trains marked thus passengers must hold additional place tickets.

B — train has buffet car with regular meal service

S — train has sleep. accomm. 1st & 2nd class. s — train has only 1st class sleep. accomm.

Application for sleeping accommodation at $5.00 per berth should, at the earliest possible moment, be made to the Traffic Manager at Tientsin, or to the Traffic-Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order.

THE TRAFFIC MANAGER.

Tientsin, September, 1916.

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No. 6 Kiangse Road

BIGGEST GERMAN RUSH ON FRENCH LINE FAILS

Where Every Yard Counts, They Paid Full Price, But Gained Nothing

(Reuter's Agency War Service)

London, July 6.—Reuter's correspondent at French headquarters wires: The attack made on Tuesday, by the Germans, on Chemin-des-Dames, was the most powerful effort the enemy have made on the French front since the beginning of their offensive. It covered a front of seventeen kilometers and persisted far into the night.

Several divisions were employed, preceded by shock-troops, who, on this occasion, suffered heavily, for, although they failed to attain their objective, the attack was pressed home with extraordinary obstinacy, despite repeated and bloody failures.

The enemy, after their unsuccessful preliminary attacks during the past week, on a small front, evidently counted on surprising the French by the unexpected weight of the onslaught and the unwonted lateness of the hour. Had the attack succeeded, the enemy would have regained at a single blow two-thirds of the coveted observatory crest, but, as it turned out, they gained nothing, taking neither ground nor prisoners and leaving heaps of dead in front of their trenches.

Hence, the enemy's hope of achieving a notable success to offset the Russian victory in Galicia and the appearance of American troops in France was signally cheated. Several thousand killed and wounded, including the best of their shock-troops, is all the German Commander has to show for his latest and most weighty attempt to recover Chemin-des-Dames.

The attack was heaviest in the eastern sector, between Cerny and California Plateau, where the crest held by the French is barely a hundred yards wide at places and nowhere more than a kilometer. A very slight gain would have given the enemy all they needed, for victories are measured by yards along that narrow shell-pocked ridge overlooking the Ailette, but the Germans, though they paid the full price, were not given a single yard.

British Naval Officers Honor Dewey's Memory

TRIBUTE TO AD. DEWEY. ©INTERNATIONAL

A touching tribute to the memory of Admiral Dewey was paid when the naval members of the British Commission to the United States visited the American naval hero's tomb in Arlington Cemetery and placed thereon a wreath of flowers bearing the inscription:

"A tribute to the undying memory of George Dewey, Admiral of the United States Navy, with the respectful homage and esteem of the British Navy."

The placing of the wreath was done under instructions of the British Admiralty, both as a tribute to the friendship between the navies of the two countries and in honor of the arrival of American destroyers in British waters. Left to right: Commander Gaunt, Rear Admiral De Chair and Commander Lawford (all of the British Navy), and Rear Admiral Benson, U. S. N.

WOMEN'S CONTINGENT TO FIGHT FOR RUSSIA

Amazons Led By Mme. Botchkereva, Winner Of Double Decoration For Valor

(Reuter's Agency War Service)

Petrograd, July 5.—A picturesque and significant spectacle was witnessed in the square before St. Isaac's Cathedral, today, when the colors of the Petrograd Women's Contingent were blessed. The first detachment consists of over 200 women and girls, with their hair cropped and in full men's uniforms, with rifles. Don Cossacks, cavalry and specially selected sailors acted as a guard of honor.

On the opposite side of the square was massed "the Battalion of Death" composed of wounded convalescent soldiers, while veterans of the Turkish war had also gathered to pay their tribute to this new outburst of patriotism, which has thrilled those who, throughout the welter of the Revolution, have maintained that Russia is all right. There were also numerous other women volunteer corps present, including the women of the naval guard, all of whom are over six feet.

The Cossacks stood up in their saddles, carrying banners inscribed: "Among the Cossacks there are no deserters!" The women's banners included: "Death is better than shame!" and also: "Don't marry traitors!"

The contingent marched in procession, led by its commander, Madame Botchkereva, who has already won two St. George's Crosses for bravery at the front, where she has led several desperate enterprises. Mrs. Pankhurst regards her as a most remarkable character for her simple-minded determination and innate courage.

Cheering crowds lined the streets. The Maximalists and anarchists were not present.

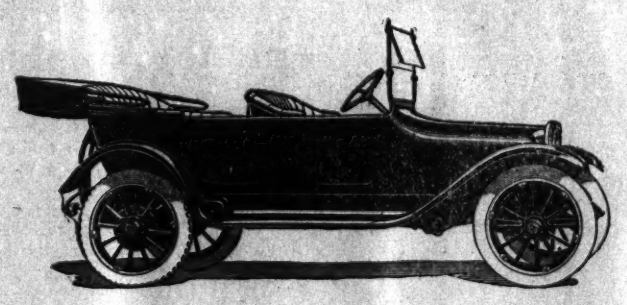
Argentine Refuses To Raise Wheat Embargo

(Reuter's Agency War Service)

London, July 5.—In the House of Commons, today, Lord Robert Cecil stated that the Government had made every effort to secure the removal of the embargo placed by the Argentine Government on the export of wheat, but, up to the present, without success.

DODGE BROTHERS

MOTOR CAR



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BENJAMIN AND POTTS SHARE LIST

Yesterday's Prices

STOCK	Quotations Closing
Banks	
H. K. and S. B.	$600 B.
Chartered	£59 10s.
Russo-Asiatic	R. 250
Cathay, ordy	Tls. 6 B.
Marine Insurances	
Canton	Tls. 342½
North China	Tls. 140 S.
Union of Canton	Tls. 790
Yangtsze	$192½ B.
Fire Insurances	
China Fire	$143 B.
Hongkong Fire	Tls. 327½
Shipping	
Indo-China Pref / Indo-China Def	Tls. 100
"Sneil"	120s. B.
Shanghai Tug (o)	Tls. 15½ B.
Shanghai Tug (f)	Tls. 46½
Kochien	Tls. 35
Mining	
Kaiping	Tls. 10 S.
Oriental Cons.	27s. 6d.
Philippine	Tls. 0.80
Raub	$2.45
Docks	
Hongkong Dock	$116
Shanghai Dock	Tls. 93 B.
New Eng. Works	Tls. 12¾ B.
Wharves	
Shanghai Wharf	Tls. 71 B.
Hongkong Wharf	Tls. 74
Lands and Hotels	
Anglo French Land	Tls. 84 B.
China Land	Tls. 50
Shanghai Land	Tls. 80 B.
Weihaiwei Land	Tls. 3
Shanghai Hotels Ltd.	$9 B.
China Realty (ord.)	Tls. 50
China Realty (pref.)	Tls. 50
Cotton Mills	
E-wo	Tls. 157½
E-wo Pref	Tls. 100
International	Tls. 90 B.
International Pref	Tls. 68
Laou-kung-mow	Tls. 70
Oriental	Tls. 38
Shanghai Cotton	Tls. 124 Sa.
Kung Yik	Tls. 14½ B.
Yangtszepoo	Tls. 5.60 B.
Yangtszepoo Pref	Tls. 100
Industrials	
Butler Tile	Tls. 23
China Sugar	$100
Green Island	Tls. 7.40
Langkats	Tls. 15 B.
Major Bros.	Tls. 5
Shanghai Sumatra	Tls. 145
Stores	
Hall and Holtz	$16½
Llewellyn	$60
Lane, Crawford	$95 B.
Moutrie	$35
Watson	50 B.
Weeks	Tls. 15½
Rubbers (Local)	
Alma	Tls. 10 B.
Amherst	Tls. 1 S.
Anglo-Java	Tls. 9.60 B.
Anglo-Dutch	Tls. 4¾ B.
Ayer Tawah	Tls. 37 S.
Batu Anam 1913	Tls. 1 B.
Bukit Toh Alang	Tls. 4¼
Bute	Tls. 1 B.
Chemor United	Tls. 1.10 B.
Chempedak	Tls. 11½
Cheng	Tls. 3
Consolidated	Tls. 2.65 B.
Dominion	Tls. 10½ B.
Gula Kalumpong	Tls. 7 B.
Java Consolidated	Tls. 19 B.
Kamunting	Tls. 6 B.
Kapala	Tls. 0.90
Kappyang	Tls. 27½
Karan	Tls. 12¾
Kota Bahroes	Tls. 8.20
Kroewoek Java	Tls. 17 B.
Padang	Tls. 13½
Pengkalan Durian	Tls. 10¾ S.
Permata	Tls. 3¾
Repah	Tls. 1 B.
Samagagas	Tls. 0.90 B.
Seekee	Tls. 7¾
Semambu	Tls. 1.10 B.
Senawang	Tls. 13½ B.
Shanghai Klebang	Tls. 0.85 B.
Shanghai Malay	Tls. 6 B.
S'hai Malay-pref	Tls. 12.20
Shanghai Pahang	Tls. 1.60 B.
Sungala	Tls. 1.65
Sungei Duri	Tls. 11½
Sua Manggis	Tls. 5.80
S'hai Kalantan	Tls. 0.92½
Shanghai Seremban	Tls. 0.70 B.
Taiping	Tls. 1½ B.
Tanah Merah	Tls. 1.10 B.
T bong	Tls. 19½ B.
Ulobri	Tls. 2½
Ziangbe	Tls. 5¼ B.
Miscellaneous	
C. I. and E. Lumber	Tls. 110
Culty Dairy	Tls. 10 S.
S'hai Elec. and Asb.	$2
Shanghai Trams	Tls. 70 B.
Shanghai Gas	Tls. 24
Horse Bazaar	Tls. 30
Shanghai Mercury	Tls. 30
S'hai Telephone	Tls. 80 S.
S'hai Waterworks	Tls. 250 B.

S., Sellers. Sa., Sales. B., Buyers.

Benjamin & Potts, 8 Jinkee Road

Telephone No. 398.

Mail Notices

MAILS CLOSE

For Japan:—
Per N.Y.K. s.s. Chikugo M. July 9
Per N.Y.K. s.s. Kumano M. July 11
Per N.Y.K. s.s. Yawata M. July 14
Per N.Y.K. s.s. Hakuai M. July 17

For U.S., Canada, and Europe:—
Per T.K.K. s.s. Korea Maru July 20
Per P.M. s.s. Colombia .... July 21

For Europe:—
Per N.Y.K. s.s. Mishima M. July 8
Per N.Y.K. s.s. Suwa Maru July 22

Business and Official Notices

NOTICE TO MARINERS.

No. 639.

China Sea
Santuao District.
Sansha (Samsa) Inlet—Kaiser Rock.
Kaiser Rock Buoy Moved.

NOTICE is hereby given that the Kaiser Rock Buoy, marking the Kaiser Rock, Sansha (Samsa) Inlet, has been moved and is now moored to the summit of the rock. During extreme low water the buoy is kept off the rock by a submerged fender boom. The characteristics of the buoy have not been changed.

By Order of the Inspector General of Customs,

W. Ferd. Tyler,
Coast Inspector.

THE MARITIME CUSTOMS,
Coast Inspector's Office,
Shanghai, 7th July, 1917.
14405 J 8.

Hongkong Fire Insurance Co., Ltd.

SUB-AGENCY

Mr. ALBERT EDWARD FENTON has this day been appointed Sub-Agent of the above Company.

JARDINE, MATHESON & Co., LIMITED.
Agents,
HONGKONG FIRE INSURANCE Co., LTD.

Shanghai, 6th July, 1917.

Hongkong Fire Insurance Co., Ltd.

SUB-AGENCY

I have this day been appointed Sub-Agent of The Hongkong Fire Insurance Company, Limited, and am prepared to accept approved Foreign and Native risks at current rates.

ALBERT EDWARD FENTON.

Shanghai, 6th July, 1917.
14402 J.14.

The Annual General Meeting of the Shanghai Amateur Swimming Association will be held at the Astor House, on Monday, July 9, 1917, at 5.30 p.m.

WILFRED F. HAMLIN,
Hon. Secretary.
14398 J.8.

Fresh Butter.

"Daisy" Brand

The finest quality procurable. Always fresh, pure and delicious and always gives satisfaction.

"Meadow" Brand

An excellent Butter for the table or cooking.

TASMANIAN "I.X.L." JAMS & FRUITS

Finest quality — made from only the finest selected fruit and pure cane sugar.

TO BE OBTAINED OF ALL STOREKEEPERS.

Imported by
GEDDES & CO., LTD.
Tel. 346. 5 Peking Road.

Business and Official Notices are Continued on Page 17

THE BUKIT TOH ALANG RUBBER ESTATES, LIMITED.

NOTICE is hereby given that the Seventh Annual Meeting of Shareholders of the above-named Company will be held at the Head Office, No. 71 Szechuen Road, Shanghai, on Tuesday, the 24th day of July, 1917, at 4.30 p.m., for presentation of the Report of the Directors and Accounts for the year ended 31st March, 1917.

The Transfer Books of the Company will be closed from Tuesday, 17th, to Tuesday, 24th July, both days inclusive.

By order of the Board of Directors.
HUGO REISS & CO.,
Secretaries & General Managers.
Shanghai, 9th July, 1917.
14403 J.24.

When you think of China's Richest Province, Think of Szechuen, and you will also Think of WIDLER & CO., Chungking, West China.

Born 1915 — Still Existing

JUST ARRIVED

MEUX'S STOUT

In excellent condition

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Wine Merchants
Tel. Central 2021

NOTICE

During the absence from Shanghai of Mr. N. A. Viloudaki, Mr. C. P. Grant will be in charge of the Company's affairs.

VILOUDAKI & COMPANY,
10 Hankow Road.
14404 J.11.

Pure Irish Linen

in
4 Grades
in widths of:
100" 90" 72" 66" 45" 40" 36"
also
Irish Linen Tabling
with
Serviettes to Match
Just opened out
and
offered at ow prices
owing to favourable exchange
at
H. G. HILL & CO.
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POOTOO

$25 ROUND TRIP $25

including all meals

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S. S. HSIN-NINGSHAO
will leave
EVERY FRIDAY
afternoon at 5 o'clock, arriving in Shanghai Monday Morning at 5 o'clock; commencing July 13th, 1917.
Accommodation for Saloon Passengers only.

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HARVEY'S ADVERTISING AGENCY
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State Room plans now on view

CALL

and examine the newly-arrived assortments of
KOREAN CABINETS AND CURIOS
Ye Old Curio Shop
ASTOR HOUSE

RING UP 3809

for a comfortable 5-passenger car

PER HOUR $4.00 PER HOUR

CENTRAL GARAGE CO., LTD.
2a Jinkee Road.

ZUNG LEE & SONS, (W. Z. Zee & Sons, Est. 1895), BROADWAY, SHANGHAI

METALS AND HARDWARE

Contractors to Governments, Municipalities, Railways, Tramways, etc.

KNAPP & BAXTER, INC.
IMPORTERS OF
AMERICAN PRODUCTS
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Phone: No. 1860 Chinese Dept. No. 1625

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From $90 to $150
Selected Machines for Schools $70 to $90

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ALL of the BEST quality and at Shanghai's LOWEST prices.

ASK FOR OUR PRICE-LIST.

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19 Nanking Road.

SUMMER SUITS

Hand-tailored, American Styles for hottest weather.
White Serge, Shantung Silk, White Drill, Flannels
Hard Woven, Hard Wearing Material.
Thom Shing, Tailor
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AUTO CASTLE 228 Avenue Joffre

Our Telephone Number

has been changed from
West 412
to
Central 402

AUTO CASTLE 228 Avenue Joffre

GODOWNS WANTED

WANTED, from August 1st, a small godown; must be light. State floor area and rental required to Box 293, THE CHINA PRESS.
14401 J.15.

HOUSES TO LET

TO LET: House of five rooms, furnished or unfurnished, in the Northern district, near the American School. Apply to Box 286, THE CHINA PRESS.
14391 J.10.

TO LET, one large house at 162A Bubbling Well Road; tennis lawn, stable, electrical fittings, gas, also furniture, piano, etc.
14381 J.11.

TO LET, five-roomed house, small garden, two bathrooms, stable. Tls. 80 per month. China Realty Co., Ltd., 39 Nanking Road.
14350

BUSINESS OPORTUNITY

WANTED, by old-established firm, a gentleman, preferably with business knowledge, to invest Tls. 4,000 and give service to help extend working field. Good profits assured. Apply to Box 285, THE CHINA PRESS.
14390 J.11.

TRANSLATIONS

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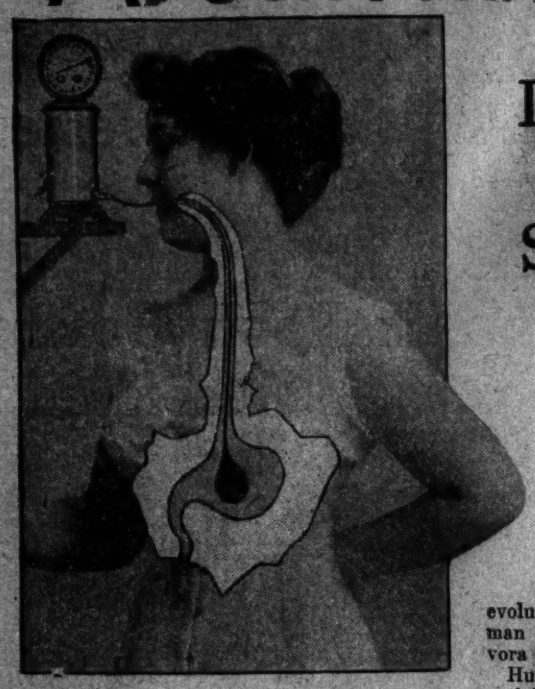
Science's Curious New Discoveries About Hunger and Appetite



Measuring the Hunger Contractions of the Stomach of a Normal Person by Means of an Inflated Balloon Connected by a Rubber Tube with an Apparatus Which Records the Slightest Movement of the Muscles.

It's the Rhythmical Contractions of the Muscles of Your Empty Stomach That Makes You Feel Hungry, but Appetite Is an Entirely Different Thing as Experiments on Men and Animals Have Lately Proved

EVERYBODY must recognize that the desire to eat—"the hunger urge," as scientists call it—is more fundamental than any other bodily sensation.

We cannot live without eating, and in order that we may go on living nature takes care that we have the desire to eat—that we shall get hungry. If we do not get hungry when we should, intelligence tells us that there is something wrong with us.

But what makes us feel hungry? Why do we not become so much interested in our work or something else that hunger fails to make itself felt?

Dr. Anton Julius Carlson, of the University of Chicago, has done perhaps more than any other man to explain what hunger really is. He has conducted a great series of experiments and observations on men and animals with the object of finding out all about hunger. He has published the results of his experiments in a book "The Control of Hunger in Health and Disease" (University of Chicago Press.)

Most people have heard of Prof. Pavlow, the famous Russian, who studied the operations of digestion in men and dogs. One of his most interesting discoveries was that the mere sight of food caused the flow of "appetite juice." Prof. Carlson's experiments are to some extent a continuation of Pavlow's work.

Carlson shows that hunger and appetite are different. A man may have appetite without hunger, but scarcely hunger without appetite. He demonstrates that hunger is essentially the result of rhythmic contractions of the empty stomach.

A peculiarity of the hunger feeling in man is its periodicity and intermittency. It occurs at a certain time and then passes away, even though the stomach continue empty.

With the feeling of emptiness in the stomach, some persons apear to experience a sensation in the throat, gullet and chewing muscles. Varying degrees of pain in the epigastric region, i. e., the region above the stomach, are the one indisputable element in hunger. Other accompaniments are general lassitude or weakness. Headache, nauseaa, nervous irritability, vaso-motor instability, and even fainting may appear as part of the hunger complex.

The brain plays an indispensable part in eating.

Behavior of pigeons with all their brain but the optical thalami (the brain centre of sight) removed shows these regions plays a most important part in making a person conscious of hunger.

The beginning of the hunger pangs is due to certain contractions and tonus states in the stomach, the nervous impulses thus initiated affecting certain parts of the brain. The influence of the hunger state on the behavior is essentially the same in man and all the animals. A fundamental characteristic is increased excitability and nervousness. The restlessness is not due to the consciousness of the hunger feeling, as dogs and birds deprived of their brains show it.

The hunger urge overcomes fear, as ordinarily cowardly animals such as wolves, jackals, etc., will attack man, and even the great carnivora, like tigers and lions, under its influence.

In studying hunger science has found an explanation of some of the fundamental differences between carnivorous and herbivorous animals. In man and the carnivora hunger follows the empty stomach; in the herbivora the stomach is never empty—not even after days of starvation. This explains the evolution of the quick, fierce temper in man and the cornivora, while the herbivora are always slower to become angry.

Hunger runs parallel with the degree of activity and rate of assimiliation. Thus hunger is more marked in the young and active than in the old and inactive. There are indications that in mammals hunger may be experienced even before birth. In warm-blooded animals hunger is augmented by external cold and depressed by external heat. The reverse is probably true in the cold-blooded animals. This would account for the appetite of the boa constrictor, a cold-blooded animal living in the tropics.

Why does the feeling of emptiness in the stomach first lead us to take food? What induces the newborn animal to take his first meal? The animal comes into the world provided with all the essential reflexes probably already tried out before entering on the new mode of living. For one thing the hunger state of the stomach augments the reflex excitability. Pigeons with their brains removed are seen to peck at everything within reach, whether it is food or not.

An interesting subject of scientific inquiry is the distinction between appetite and hunger.

Appetite cannot be separated from memory of past experience with food. It appears to be essentially pleasant memory prosesses of these past experiences. This is not the factor that guides the newborn individual in the digestion of food. However, it is possible that there is an unlimited appetite "urge" associated with taste or smell. The first experience of feeding once gained, the individual will feed again because of appetite.

Dr. Carlson says there is no appetite for water analogous to the appetite for food. This is probably due to the absence of taste qualities in pure water, and hence to absence of memory representations of taste. In the case of beer or other artificially flavored drinks that may be taken to satisfy thirst, taste qualities are present, and "persons may develop an appetite for these drinks in connection with, as well as in the absence of, actual thirst."

The sensation of hunger may not be an evidence of the immediate need of food. The people of Ireland, used to voluminous rations of potatoes, complain of starvation and hunger when given greater food values, but in smaller bulk. The same is true of the bread-eating peasants of Bavaria when put on a meat diet.

Experiments have established that the stomachs of starving men and animals are rhythmically contracted. Working on dogs with inflated balloons in their stomachs, Professor Boldyreff found that the stomachs of starving dogs exhibit alternate periods of strong contractions and absolute quiescence, at least during the first three or four days of starvation. The contraction periods last twenty to thirty minutes, the quiescent periods for one and a half to two and a half hours. Each separate contraction is synchronous with a hunger pang.

Much useful information has been obtained by watching a man who has been unable to eat through his mouth for twenty years. He is Fred Vleek, a native of Bohemia. For the last twenty years he has fed himself through a fistula in the stomach, his gullet having been closed up as a result of drinking a strong solution of caustic soda.

A rubber tube has been fitted in the hole in his stomach, through which he feeds. He has kept in excellent health.

In Mr. Vleek the gastric construction could be observed directly through the large fistula. Observations similar to those on him were made on normal men by passing a light rubber balloon into their stomachs, where it would respond to every contraction of that organ. By a further mechanism the contractions recorded themselves in ink on paper.

The gastric hunger mechanism is probably inherited. In newborn infants the stomach is empty at birth and it is believed that the mechanism is active some time before birth. Rubber balloons were inserted in newborn infants' stomachs and the scientists noted that the stomachs showed similar hunger contractions to those of adults.

The hunger contractions end with a period of "tetanus," or prolonged contraction, which is usually less marked in the young and vigorous.

The digestion contractions of the filled stomach gradually pass into the hunger contractions of the empty or nearly empty stomach. This was discovered by putting the rubber balloon, coated with bismuth, in a man's stomach and watching it with X-ray apparatus. Digestive movements were visible thirty minutes after a meal. When the stomach was nearly empty stronger contractions described as hunger pangs were felt.

One of Prof. Pavlow's Remarkable Experiments with Dogs Which Proved That the Mere Sight of Food Causes the Flow of "Appetite Juice."

Dr. Carlson and his associates recorded by means of an electric signal the sense of hunger simultaneously with the pressure within the stomach. The stomach contractions are in evidence before the hunder pangs are felt.

When the empty stomach shows strong contractions the subject invariably signals that he feels hunger. On days when the stomach does not exhibit these strong contractions the person does not feel hungry.

Most persons experience hunger pangs in the chest and throat as well as the stomach. Experiments with the rubber balloon showed that when the stomach contractions were strongest there were slight contractions of the gullet.

Hunger produces increased excitability of the central nervous system. This accounts for the irritability, restlessness and inability to maintain a fixed attention, always noted in connection with strong hunger and sometimes with moderate hunger.

During the period of strong stomach contractions the rate of the heart beat is increased. The blood vessels showed a dilation parallel with the stomach contractions.

Among Americans enjoying a large food supply the memory elements of appetite are probably a greater factor in taking food than hunger, as short intervals between large meals do not permit the development of strong hunger.

"If the food is made sufficiently palatable we may consume large quantities without being hungry or actually needing the food."

Moderately cold water, beer, wine, weak acids, weak alcohol, or carbonated drinks, when introduced directly into the stomach and not by way of the mouth, give rise to a sensation that cannot be distinguished from appetite. Normal stomach "appetite juice" has the same effect.

But although alcoholic beverages appear to increase appetite, it was found that wine, beer, brandy and diluted alcohol, when introduced directly into the stomach, inhibited the hunger contractions of the empty stomach. The sour wines caused greater inhibition than the sweet wines, probably through their acids.

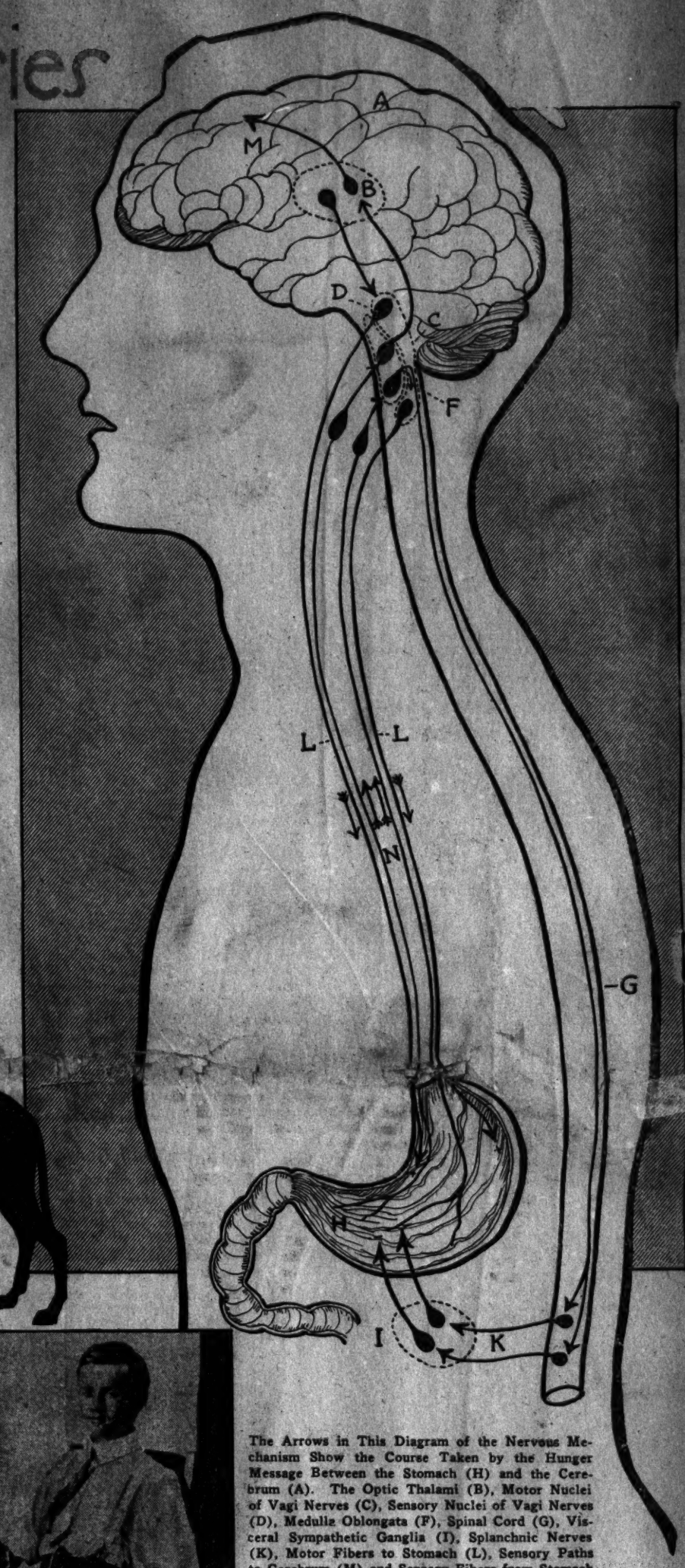
A mild smoke depressed the hunger contractions of the stomach and diminished the sensation of hunger in an even more marked degree.

The stomach of the young exhibits greater contractions than the stomach of adult and aged individuals of the same species.

Experiments in prolonged starvation showed that after the first three or four days of starvation, the sensation of hunger was no longer felt. In a five-day starvation experiment on men there was no decrease in the hunger contractions. An increase in the intensity of the hunger contractions was evidenced by the appearance of the incomplete hunger tetanus on the fourth and fifth days of starvation. On the fifth day the continuous hunger sensation was tinged with a peculiar "burning" sensation, probably caused by acid stimulation of nerve-endings in the stomach. Instead of eagerness for food there was an almost total indifference to it.

Men who had starved for five days felt unusually well after the first meal. Dr. Carlson found he could do more mental work than usual after his fast. He believes that occasional periods of starvation in healthy adult persons once or twice a year will add to the joy of living and the length of life.

Apparatus and Subject Used by Prof. Carlson to Record the Gastric Hunger Contractions and the Vasomotor and Cardiac Changes by Means of a Rubber Tube Inserted Into a Permanent Opening in the Man's Stomach



The Arrows in This Diagram of the Nervous Mechanism Show the Course Taken by the Hunger Message Between the Stomach (H) and the Cerebrum (A). The Optic Thalami (B), Motor Nuclei of Vagi Nerves (C), Sensory Nuclei of Vagi Nerves (D), Medulla Oblongata (F), Spinal Cord (G), Visceral Sympathetic Ganglia (I), Splanchnic Nerves (K), Motor Fibers to Stomach (L), Sensory Paths to Cerebrum (M) and Sensory Fibers from Stomach in the Vagi (N) All Play an Important Part in Producing the Sensation Known as Hunger.

Very Odd New Fashions

"Kite" Skirts and "Puncher" Veils, Dresses That Really Cover the Ankles and Balloon Gowns Described by Lady Duff-Gordon

The Interesting, New, Over-the-Eye Veil, with Chin Strap of Lace and Headdress of Pearls. On the Left is the "Balloon" Skirt That Can Be Tucked Up to the Knee for Bad Walking.

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women. Lady Duff-Gordon's establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

By Lady Duff Gordon.

EVERY season has its fashion oddities, and this is no exception. These novelties are often the high lights of inspiration. Oftentimes—more often than not—they bloom for a little while and are gone. But sometimes, in fact many times, they live in modified form as the season's mode. Or the idea becomes a fixed one and lo and behold! A new article of woman's wear is created.

Here are a few of the season's novelties. Some irreverent person christened this Oriental inspiration as the "Puncher" veil. The reason is obvious. It gives the lady decidedly a black eye. But, on the other hand, this same idea, modified, toned down, has given us this season one of the most alluring and provocative of headdresses and veil treatments.

Study the piquant yet useful one-piece gown attached to which are gaiters. That it is a time-saving device in dress is at once apparent. This pedestrian gown is built of tan gabardine. Distinction is gained by the number of buttons used. Not only are the lines of buttons that extend down the side of the skirt and that fasten the gaiters necessary, but they serve as well for adornment. They define the novelty sleeves, which are in two pieces, one-half extending from the gown in kimono fashion, the other and lower half having a distinctly close, tailor-fitted aspect. The gown is ornamented with an embroidered design in front. The effect of greater height is given to the wearer by the long line of this embroidery, extending from the waist line to the hem.

Novel is this importation from Paris, a gown made of effeta. It is plaited in a graduated yoke in front and hangs in generous folds to the feet. A narrow half-belt confines the fulness in front. Beneath the sleeves the bodice extends from the back to a graduated point at the belt. An oddity that is interesting is the side arrangement of the skirt. At the ankle it is shirred in three lengthwise rows for twelve inches. This disposes of a fulness that might otherwise look bulky, and gives novelty. Some call it a "balloon" gown.

The "kite" silhouette is another oddity that contains the germ of an idea.

For example—this evening gown of black mousseline de soie, witth its large stamped figure of three colored flowers.

Occasionally the caprice of fashion dictates that old-fashioned apparel shall become new. At such times we unpack grandmama's trunk to our delight and profit. This black dancing gown, for example, but for the kite effect of its skirts, might be a trophy of such a search. The line of decolletage, so nearly straight that the slope is scarcely apparent, is reminiscent of your Colonial days. The shirred maline and the piping of contrasting silk is also of another time, "when grandma was a little girl." So are the short sleeves that are mere scant diaphanous puffs of the mousseline de soie.

The Very New Skirt That Buttons Down Over the Feet, Like Gaiters.

The "Kite" Skirt as It Is in Paris, and Beside It an American Version of the Same Idea.

The "kite" idea, in an even more strikingly exaggerated form, is evident in the separate skirt, developed in striped silk.

To go back to the veil—a picturesque type of beauty would be enhanced by the odd headdress here shown. It gives to its wearer a curiously noble aspect. Yet there is somewhat of the warrior, too, in her atmosphere. The materials that compose it are of the seemingly unrelated, a coronet of pearls, hand-made lace of the kind that grandma might have knitted, and a yard of lightweight crepe. The crepe enswathes the head and shoulders in graceful, clinging folds.

The military cape, with its modification of a vest of contrasting color, is another example of the oddities that may or may not endure, according to the caprice of the great army of wearers.

A long, black cape that seems to have begun as an officer's cape seems to have changed its mind midway, as it were. Evidence of the change of mind is a fairly close fitting, belted-down vest of another color. A black broadcloth cape may have a vest of scarlet and gold, or a blue cape a front of beige felt. A tan cape may have a rose colored vest. My own preference is for a truly cape-like cape. An advantage of the cape is its grace. Another and still greater one is the ease with which it can be put on or off.

If it be weighed down and tightened by a hooked up or buttoned vest, it loses its charm of elasticity, of easy-to-wearness. I do not like the vest additions to capes but am far from saying that they will not become popular. After all, the wearer is the purchaser, and the purchaser is the queen in garmentland.

A novelty after which I should place a query mark, is the velvet bathing suit. Velvet and the brine seem as congenial as oil and water. A velvet suit may be very becoming as a lounging suit, with the background of beach and sand, but its beauty as it comes dripping from the water is doubtful. Tussah is a better medium, and the ever present mohair is still better because of its quality of serviceableness. Beach scarfs are made of rubber in brilliant colors, with ribbon fringe.

A "Kite" Skirt and a Bodice of the type That Grandmamma Used to Wear.

SHANGHAI, SUNDAY, JULY 8, 1917

GOODYEAR TIRE MEN FLOCK TO RED CROSS

17,865 Employes Of Company Become Members Of Society In Four Days

The city of Akron, Ohio, known far and wide as the world's most important manufacturing city, has now taken its place as the premier Red Cross City of the United States, if not of the world, as the result of a spectacular four days campaign conducted by the employes of the Goodyear Tire and Rubber Company. Their response to the call of the Red Cross was wonderful, yet not altogether unexpected, as it was simply typical of the Goodyear spirit to lend a helping hand. The spirit which prevades the plant in times of peace, could not but feel deeply the plea of the American Red Cross and generously open heart and purse in response.

Final count on the four day's campaign disclosed the fact that 98 per cent of the entire Goodyear force had enrolled as members of the Red Cross. In all 17,865 new members had been secured and nearly $18,000 contributed to the cause.

The Goodyear effort netted nearly as many members as all of the rest of the city combined, and brought the membership for the city of Akron up to 40,000, about thirty-five per cent of the city's population, and constituted a striking example of what a carefully-planned, systematic campaign can accomplish when backed by enthusiastic co-operation on the part of all.

Little urging on the part of the solicitors was needed, for through the medium of the company's factory paper, The Wingfoot Clan, interest in the affair had been stimulated, so that many were eagerly waiting to become members.

One of the exciting features was the friendly rivalry between the factory and general offices for the highest percentage of members. Final returns indicated a tie, each having 98 per cent.

One of the most gratifying and significant results was the noble response of the foreign-born workmen. The departments in which they predominate were found well up on the list. Not only were they aware of the object of the canvass, but eager to sign the list. The United States need have no fears concerning the loyalty of the great majority of Americans of European birth if those of the Goodyear Tire and Rubber Company are representative of the whole.

Roamer Car Popular With Movie Actors

That motors play no small part in the production of motion pictures is proven by the fact that there is not a picture brought out in which cars are not used in one capacity or another. Usually the most important use of cars is in transporting members of companies back and forth from locations and from their homes to the studios. They are also extensively used in pictures, as a very important necessary prop in many of the scenes.

In a picture recently finished, in which Dorothy Gish was featured, a classy Roamer car was used, and it seems as if the story was especially written to include this car, as the car was required to accomplish many unusual feats for the camera. Owing to the stability and acceleration, also the beautiful lines of the Roamer, it is fast becoming popular with the members of the film industry, and it has, in the short time it has been on the market, perhaps gained in popularity faster than any other car.

The Consolidated Film Corporation is also finishing a picture that will shortly be released in which the Roamer car is used extensively. In addition, owing to its classy lines, this car has been used by producers of films depicting the latest fashions.—*Photo Play Art.*

H. S. Honigsberg and company are the Shanghai agents of the Roamer Car.

SIAM HAS MANY CARS

American Vice-Consul Carl C. Hansen reports that up to March 31, 1916, licenses had been issued in Bangkok for 875 motor cars, 281 motorcycles and 109 motor boats, and during the seven months from March 31 to October 31, 1916, 105 motor cars were landed at the port of Bangkok and 616 cycles, including motorcycles.

The New Owner: A Play

(By E. L. Sabin In Motor Magazine)

Time—A Nice Day.

Place—A Country Road.

Scene—Such a Scene as is customary. When a Perfectly good new touring car Declines to budge at the behest of a previously perfectly good new Host and Hostess.

Principal Cast:

Host and Man Guest, of Front Seat.

Hostess and Two Women Guests, of Rear Seat

and

The Mysterious Stranger, alias "Our Car."

Having spent five minutes torturing the self-starter the Host is climbing nimbly out, in his duster, with assertive air.

Hostess, craning anxiously: "What's the matter, Henry?"

Host, her husband: "Oh, nothing special. I'll fix it."

Man Guest, generously: "Want any help?"

Host: "Not a particle. Keep your seat." Busily lifts the bonnet, which of course is the first thing to do. Peers in.

Hostess, to guests: "Isn't this provoking! I never knew it to stop so before!" To Host: "Is it the sparking plugs again, Henry?"

Host: "Very likely, my dear." Gingerly fingers each one.

Hostess: "Be careful, Henry. You might get a shock."

Man Guest: "That's right, old man. Don't take chances. We're in no hurry."

Voice, with a giggle: "Maybe we're out of gasoline."

Host, irritably: "Oh, no, no. There's plenty gas." With thumb and finger tentatively screws down on the retaining nut of each plug. "Loose connection is all, I think." Hastens back and clambers in. "Now we'll go." Confidently slams door, adjusts spark and throttle, and steps on starter button.

Whir! Whir! Whir-r-r-r-r-r! Whir-r-r-r-r! Silence. Again—Whir! Whir-r-r! Whir-r-r-r-r! Silence. The company relaxes.

Host, with further assumption: "That's queer."

Hostess: "Perhaps you didn't step on it hard enough."

Host: "I'm stepping as hard as I can!"

Whir! Whir-r-r! Whir-r-r-r! Silence.

Voice: "That wasn't it, then, was it?"

Another Voice: "You left that cover open on one side. Would that make any difference?"

Man Guest: "Yes, you may have cooled your engine, old man."

Hostess: "Are you sure you've got gasoline, Henry?"

Host, shortly: "Certainly I am."

Man Guest: "Better look and see, old man, hadn't you?"

Hostess: "Did you open your throttle thing?"

Host, severely: "I did. It's wide open now." Steps.

Whir! Whir! Whir-r-r! Silence.

Voice, comfortingly: "Machines are such a care, aren't they! And always right in the midst of going somewhere."

Hostess: "What does your instruction book say, Henry?"

Man Guest: "Yes, better look in your instruction book, old man."

Host, mutters: "Very remarkable. Never knew it to act this way before." Exit to ground. Surveys under lifted bonnet; twitches at wires; lays professional hand upon radiator.

Man Guest: "Too hot?"

Host: "No, no."

Hostess: "Maybe it is too hot, Henry."

Host: "Of course it isn't."

Voice: "What is the matter, then?"

Host walks around car several times. Covertly investigates gas tank. Returns to front.

Host: "Plenty of gas, just as I said."

Hostess, plaintively: "I wish you'd look in your instruction book. Or did you leave it on the piano? I believe you did. I saw it there this morning." To horrified guests. "Yes, he left it on the piano!"

Man Guest: "Maybe your cylinders are stuck!"

Host, equally sapient: "No, had 'em ground only the other day."

The first of the passing cars stops.

Driver: "In trouble?

Host: "Not much. The engine won't go, is all."

Driver, descending: "I see. Doesn't she start at all?"

Host hastily re-entering and stepping on button: "Scarcely budges."

Whir! Whir! Whir-r-r-r! Silence.

Driver: "Got gasoline?"

Host: "Yes. Just looked. Tank half full."

Driver: "Sounds like ignition, to me."

Host: "That's how it sounds to me, too."

Driver: "Spark plugs all right?"

Host: "Yes. Spark plugs are all right. I tested 'em."

Driver, twitching at wires: "You may have a short in your main lead. Where is it?"

Host: "I suppose it's underneath, somewhere."

Man Guest: "Shall I get out?" Briskly disembarks.

Hostess: "Perhaps we'd better all get out."

Second car stops with more first aid.

Second Driver, while his passengers peer: "Anything the matter?"

Host and Man Guest, together: "Oh, not much. Little engine trouble is all.

Second Driver: "How's your gasoline?"

First Driver: "He says he has plenty."

Hostess: "Did you look, Henry? Do you want me to look?"

Second Driver: "How's the feed? Doesn't she catch?"

Host: "I'll show you." Climbs in, resumes wheel and throttle, steps on starter button.

Whir! Whir! Whir-r-r-r! Silence.

First Driver to Second Driver: "Doesn't catch."

Second Driver solemnly repeating: "Doesn't catch." Scratches head. Decides. "Your battery's down."

First Driver: "Let's look at the main lead. There may be a short."

Hostess, indignantly: "I thought everything was new, Henry. Why, we've had the car only three weeks!"

Everybody is out, sensing a Capital Operation of some sort. First Driver and Host, from one side, and Second Driver and Man Guest from other side fight to raise the floor boards. They bump heads. First Driver and Second Driver twitch at wiring along the frame.

Second Driver: "Where's the battery? Under the seat?"

Host: "Yes; right under the seat."

First Driver: "Got a volt meter?"

Host: "N-no; think not."

Hostess, simulating great astonishment: "Not among all those tools, Henry? Oh, dear!"

Anxious Voice: "There are so many things necessary to running a car, aren't there?"

Second Driver, assisting First Driver to dismember the seat: "Where's a screw-driver, then? We can lay it across."

Hostess: "Have you a screw-driver, Henry? They want a screw-driver."

Man Guest, who has curiously fingered the battery terminals while pressing against the running board: "Ouch! Good Lord! What's wrong here?"

First Driver, laughing: "Alive, is she? Hah! hah!"

Hostess: "Oh, be careful, everybody! Henry, don't you go near."

From opposite direction third car stops, with first aid.

Third Driver: "Anything the trouble?"

Host, wiping his grimy hands on his duster, after having been poking into various impossible places: "Oh, no. Just engine trouble."

Third Driver happily emerging: "What's the matter? Doesn't she start? Looked in your gas tank?"

First and Second Drivers, in chorus: "She doesn't fire."

Man Guest, eagerly: "Yes, we've plenty of gasoline."

Hostess: "Henry! What you are doing?"

Host, busy: "I want to look at these plugs. They haven't been cleaned for a couple of days."

Third Driver, laying hand upon radiator: "New car, isn't she? Pretty hot, isn't she? How's your oil?"

Host, doggedly: "Lots of oil."

Third Driver: "How's your compression?"

Chorus of First and Second Drivers: "But she doesn't fire at all."

Third Driver: "Oh! Doesn't fire! Won't she start?"

Man Guest, alert to be counted in: "Yes, she starts but she won't go."

Third Driver: "How are your terminals? Have you tried 'em?"

Duet of First and Second Drivers: "Yes, we tried 'em. And the battery's working."

Hostess: "You're getting all dirty, Henry. Let these men do it."

Host, announcing professionally: "The plugs are fairly clean."

Feminine Voice: "Maybe it's the gears! Has anybody looked at the gears?"

Host, as if reminded: "Not yet. But I will." Without much method in his madness deposits himself in the dust and worms underneath car.

Hostess: "Henry! Where are you going?"

Man Guest: "Want any help, old man?"

Third Driver: "Probably the feed's stopped. Where's the carburetor?"

Slams down side of engine hood, and jerks up other side. Opens drain cock of carburetor.

Hostess, in alarm: "I smell gasoline! Look out, Henry! You'll catch on fire—we'll have an explosion." To guests: "Oh, I'm so afraid of gasoline!"

Third Driver: "Gas flows all right. Maybe the needlevalve's clogged."

Fourth arriving car halts. This is a chain driven truck, and halts because it can't get by.

Fourth Driver, from his seat: "Gangway!" Toots raucously. Man Guest, running to him excitedly: "Do you know anything about cars?"

Fourth Driver: "A little. Why?"

Hostess, desperately: "We're stuck. The engine won't work at all."

Fourth Driver shuts off—gathers the reins, so to speak—and leisurely descends from his perch: "What's the trouble?"

Chorus: "She won't catch. She turns, but she won't catch."

Host hastily crawls out from under, feet first.

Hostess: "Henry! You're a sight! Why don't you let these men do that?"

Fourth Driver surveys car and crowd. Sarcastically:

"Haven't taken the tires off, have you? How's the battery?"

Chorus: "Fine."

Fourth Driver: "Does she fire at all?"

Chorus: "No."

Fourth Driver: "Does she turn over?"

Chorus: "Yes."

Fourth Driver: "Do you get juice to the plugs?"

Third Driver to Second Driver: "Does she?"

Second Driver to First Driver: "Does she?"

First Driver to Man Guest: "Does she?"

Man Guest to Host: "Does she?"

Hostess: "Do we get any 'juice,' Henry?"

Host, smudging his nose: "I don't know. I'll look."

Fourth Driver: "Huh!"

Stalks majestically forward, slams down off side of engine hood, jerks up near side, removes distributor cover, extracts knife from pocket, briefly scrapes, wipes with finger, replaces cover, restores knife, half enters car and starts the motor. Whir! Whir! Whir-r-r-r-r-r! Um-m-m-m-m-m-m-m-m-m-m-m-m-m-m! Shuts down.

Chorus of Delighted Feminine Voices: "It's all right!"

Man Guest: "By Jove!"

Miracle Worker (the Fourth Driver), gruffly over his shoulder as he mounts to his seat: "Dirt in your distributor. Gangway!"

Hostess: "Oh, thank you, thank you!"

Chorus of other Drivers and Man Guest: "Dirt in the distributor. Of course! Hah!"

Host, flustrated: "No wonder it wouldn't go. I ought to have known. Never thought—never occurred to me. But that's what the instruction book says—"

Hostess: "And you left it on the piano. Never do such a thing again."

The women enter. The Host assisted by the Man Guest feverishly fastens down the engine hood. The three Drivers obligingly rehabilitate the front compartment. On his seat the Fourth Driver grimly waits for clearance. The Third Driver hastens to pull out. And exeunt omnes.

Hostess, generally: "And to think, we all were stopped for just a little thing like that! It never happened before." And—"Do you understand perfectly what he did, Henry?"

Host, driving: "Certainly. All he did was to fix a little dingus so we'd get more electricity. Could have done it myself."

Man Guest: "It really takes quite a bit of knowledge to keep a car fit, doesn't it, old man?"

What a Hupmobile Demonstration Will Do

WE CAN demonstrate to you that a car of the greatest comfort—a really luxurious car—need not necessarily be costly to buy nor to maintain.

It would be difficult for you to imagine a car that rides more easily than the Hupmobile, or one that provides more completely for the comfort of the passengers.

You sit on cushions ten inches thick, made of genuine leather over curled hair and the most resilient cushion springs we can buy.

The long wheelbase, the semi-elliptic springs—long and almost flat—the oversize tyres—confer a riding smoothness that is not excelled. These features are doubly valued when you know they are to be had at a moderate price—quality considered—and at a maintenance cost remarkably low.

Brief Hupmobile Specifications

Hupmobile Models: 5-seater, 7-seater, 2-seater sedan, and 5-seater and 2-seater with detachable winter tops. Motor: Four-cylinder, 95 m/m bore, 140 m/m stroke (3¾" x 5½"). Transmission: Three forward speeds and reverse; multiple disc clutch. Rear axle: floating type, spiral bevel gear. Cam shaft and crank shaft bearings bronze shell, babbitt lined. Long wheel base 119" on 2 and 5-seater, 134" on 7-seater). Tyres: 875 x 105 m/m or 34" x 4" on 2 and 5-seater, 920 x 120 m/m or 35" x 4½" on 7-seater. Electric starting and lighting; ventilating, rain vision screen; one-man hood; quick-acting side curtains; door curtain carriers; deep upholstery; speedometer; ammeter; robe rail, foot rail and carpet in tonneau; non-skid tyres on rear; five demountable rims; tyre carrier, pump, jack and full set of tools. Magneto ignition, wire wheels, special colours, khaki hood and seat covers at small additional cost over list price of car.

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WAYS TO PREVENT AUTOMOBILE FIRES

With Care And Proper Protective Apparatus One Should Escape Disaster

The most careful auto driver is likely to have a fire, for auto fires frequently are due to causes not under his control. Greater caution of course will mean a greater meed of safety, and it is only trivial that one may be reasonably sure of safety.

Back firing is the principal cause of auto fires, and this most frequently is caused by too "lean" a mixture of gas, starting even when the engine is "throttled down." Most often this is a cold engine, which is why most auto fires taken place in winter.

In view of the danger of a "lean mixture" it is the part of wisdom for the operator to enrich it in winter especially. This will prevent the danger of back fire and when the engine is warmed up the mixture can easily be readjusted.

When the engine back fires there comes a sheet of flame from the air intake, and if there is any gasolene in the drip pan, as too frequently is the case, this usually starts blazing. Drip pans should be built to allow gasolene to drain off.

Then there should be little or no gasolene in the pan, but supply pipes and connections will get leaky, while often poor seating of the float valve may lead to an overflow of the carbureter. If this is the case the valve should be taken apart and cleaned so the float will seat properly. These are the two principal reasons for gasolene being in the drip pan.

Running for a long time at high speed is another cause of fire. This sometimes raises the exhaust pipe to a red or even white heat, and when, as often is the case, this exhaust is placed too close the woodwork of the car may be ignited, particularly if the woodwork has become greasy or oily. Thus the careful owner or chauffeur who keeps his car clean is in far less danger than the careless owner.

Occasionally fires are started by opening the muffler cutout in starting. If the car is in a garage this is particularly dangerous, for the presence of spilled gasolene and oil adds to the chance of the fire spreading. A slight gasolene drip under the car may lead to a serious fire from this cause. Gasolene vapor being heavier than air remains close to the floor and may be set off in this way.

Short circuiting of the ignition or lighting wires is a cause that must be guarded against.

High Gear 'Stuff'

"The carriage waits without, my lord."
"Without what, gentle sir?"
"Without the left-hand running board;
Without the French chauffeur,
Without a drop of gasoline,
Ten nuts, the can of oil,
The outer coat of Brewster green,
Two sparkplugs and the coil:
Without the brake, the horn, the clutch;
Without the running gear,
One cylinder—it beats the Dutch
How much there isn't here!
The car has been repaired, in fact,
And you should be right glad
To find that this much is intact
Of what your lordship had.
The garage sent it back, my lord,
In perfect shape throughout;
So you will understand, my lord,
Your carriage waits without."
—*C. H. D., in Northwestern Candle.*

MAXWELL PLANS BIG TEST

Offers $50,000 in 'Liberty' Bonds As Prizes

Harry J. De Bear, of the Maxwell Motor Sales Corcoration, just received the following telegram form Walter E. Flanders, president and general manager of the Maxwell Motor Co., Inc.:

"Another great Maxwell economy contest will be held. Fifty thousand dollars in U. S. Liberty bonds will be given by the Maxwell Motor Company as prizes in a nation-wide Maxwell owners' one gallon gasolene economy competition, June 16 to 25, similar in scope to the great dealers' contest of May 23, and inspired by the tremendous success of that. Twenty-five thousand dollars in Liberty bonds will go to private owners; $25,000 in Liberty bonds will go to the Maxwell dealers throughout the nation for conducting Maxwell owners' contest. Local Maxwell owners have as good a chance as any to win Liberty bonds. The contest is open to women drivers as well as men. The contest details will be published in the newspapers in full in a few days.

"WALTER E. FLANDERS"
"President and General Manager,
"Maxwell Motor Company, Inc."

Dog Sentinel Hurt in Trench Raid

DOG. WAR PATIENT. ©INTERNATIONAL.

When history comes to cast up the accounts of the great world war, perhaps a passing line or two will be devoted to the deeds of bravery of "man's best friend," the dog. At present no reward is provided for the canine hero, hundreds of which are distinguishing themselves in the trenches of Northern France every day.

If he gets through a particular ordeal he "lives to fight another day," and that's all there is to it. If he's killed, he's buried without honors. That's all there is to it.

The cut shows a sentinel dog from the French Vosges, who has lost one eye in a trench raid and is being treated at a dog hospital. There are scores of such dog hospitals behind the lines and all of them are crowded.

Maxwell's Record On One Gallon Of Gasolene

New Yorkers witnessed on Wednesday a demonstration of the Maxwell claim to the automobile championship for low operating upkeep. This performance was a local celebration of the National Maxwell Gasolene Economy Proof Day, the aim of which is to record the distance a Maxwell car can run on one gallon of gasolene. There were four entries and an average of 28.85 miles on one gallon was registered. At this rate, gasolene only costs nine-tenths of a cent a mile.

Harry J. De Bear, manager of the Maxwell's New York branch, arranged the local run and drove one of the cars. Newspaper men serve as official observers and each metropolitan daily was represented. The owners of the cars were L. W. Greenberg, A. E. Friend, Thomas Loughman and George A. De Bear. Mr. Greenberg's car made the highest mileage on one nallon, registering thirty-four miles.

Starting at the Maxwell salesrooms on Columbus Circle, the contesting cars were driven through Central Park to One Hundred and Tenth Street and Eight Avenue, to Seventh Avenue, and northward to One Hundred and Forty-fifth Street. A course over the bridge was then taken to Mott Avenue subway station, turning left into the Concourse to its end and then returning over the same route to Fifty-ninth Street and Broadway.

In the opinion of Manager De Bear, such a record as these cars have made should banish all complaints of the expensiveness of motoring and at the same time should establish firmly the claim of the Maxwell to the championship for low operating upkeep.

Similar demonstrations were held throughout the entire country on the same day and the National Maxwell Economy Championship Cup will be awarded to the dealer who attains the highest mileage.

3,118 Ford Cars Made In One Day

It was only four years ago that the world marvelled when the Ford Motor Company announced that it had reached an output of 1,000 finished cars per day. Something over a year ago it was announced that an output of 2,000 finished cars per day had been reached. In the month of April the best day's production mark was 3,118 cars, on April 26, and the month's production reached the enormous total of 72,444 cars. The company predicts that by July 31 next there will be 2,000,000 Ford cars in use in all parts of the world.

KING 8 IN LONG TEST

Covers 2,735 Miles Without A Motor Stop

Interesting details of a long non-stop run made by a King Eight have been received by Joseph Porter of the King Car Corporation of New York, Broadway and Fifty-second street.

Two thousand seven hundred and thirty-five miles were covered by this car in seven days and nights of continuous motor running without mechanical adjustments or repair.

The conditions of the test were specifically designated to approximate those under which the owner operates his car.

Night and day for 168 hours the King Eight touring car, with driver and observer and sometimes passengers, swept back and forth between Minneapolis and St. Paul.

The car used was the same one that made the famous 10,850 mile run at Sheepshead Bay a year ago. It made 115 round trips between St. Paul and Minneapolis, besides travelling 139.4 miles on a daylight ride to points outside of St. Paul. The total number of car stops was 105, consuming 14 hours and 10 minutes of time, but the motor was not stopped.

The total gallons of gasolene used were 221, giving the car aproximately 13 miles to the gallon. Oil consumption establishes a record, as only 1¾ gallons were used, which gave the car 1,458.66 2-3 miles to the gallon.

As the car had to remain within the speed limit at all times, the total average of miles per hour for running, excluding stops, was 17.67 and including stops 16.25.

Ford Laboratory Is Very Busy Place

Every Piece Of Material Thoroughly Tested, Including Even The Solder

There is one big department in the Ford factory whose entire function it is to safeguard and improve the quality of the materials which go into the Ford car.

In the factory laboratory no expense is too great, no test too difficult to impose, if it will detect an inferior material or provide a better one.

There is a machine which determines the wearing qualities of bonds and the linings, testing them at all speeds and under varying loads. Only the fit survive.

Springs are tested both at the steel mill and on their arrival ot the factory. One machine gives the spring leaf a sort of vibratory massage to see if it can stand rapid vibrations for the required length of time. In another machine the leaf is bent around a heavy steel plug to determine the angle of breaking. Those that break fall by the wayside.

Even the solder used on the radiators is now given a vibratory test to make sure that it will hold firm under the exceptional conditions the Ford car is built to meet.

The paints and varnishes used on Ford cars are of the highest quality. The materials supplied are subject to the most exacting requirements, and the orders to use are given only after samples submitted have satisfied the most thorough tests for color, covering quality, hardness, elasticity, finish, adhesiveness and durability.

The very fact that it can be "flowed" on to the bodies testifies to its high qualities, as this could not be done with a paint of any inferior grade.

Only the best is good enough, and there is a goodly force of keen-eyed, white-coated, scientific "sleuths" waiting at every turn to catch the inferior while it is still harmless. Thus the amount of waste is greatly reduced, and the buyers of Ford cars are assured of getting absolutely "quality product."

The Packard In Song

And now one Kenneth Walker advances into the glare of the calcium and applies for the position of poet laureate to the Packard Twins. It is some poem, some poem!

When they've made the master product,
When they've burnished every wheel,
When you gave at your possession,
At a symphony in steel;

When the last inspection's over,
When the final test is done,
Then the king of all the highways
Knows his work has just begun.

Bend its strength then o'er the mountains.
Plow through leagues of desert sand,
Skim the valleys, ford the rivers,
Conquer distance, rove the land;

Take its team of ninety horses,
Show their speed and cast off care,
Taste the joy of eager power,
Know reliance past compare;

Ride the distance round our planet,
Drive it thrice and at the end
Look upon your radiator—
You've a Packard Twin, my friend.

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	plain	„	41.00	—		„	—
820 x 120	red top	Tls.	42.40	34 x 4		Tls.	44.60
	non-skid	„	40.15	„		„	39.75
	plain	„	48.10	„		„	37.50
875 x 105	red top	Tls.	40.25	33 x 4		Tls.	42.50
	non-skid	„	37.85	„		„	37.35
	plain	„	35.00	„		„	35.60
815 x 105	red top	Tls.	39.00	32 x 3½		Tls.	41.75
	non-skid	„	36.10	„		„	40.15
	plain	„	33.20	—		„	—
760 x 90	red top	Tls.	27.80	30 x 3½		„	20.75
	non-skid	„	25.25	„		„	19.60
	plain	„	21.70	—		„	—
red top	30 x 3	Tls.	17.60	red top	28 x 3	Tls.	15.80
non-skid	„	„	16.50	non-skid	„	„	14.75
plain	„	„	14.90				

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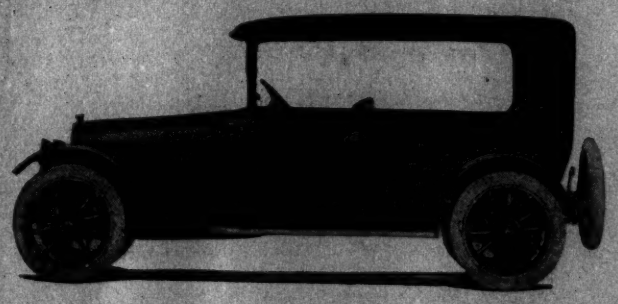

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All the windows are removable; the door windows slip down into envelopes, and the other side windows may be removed from their position and placed in a special receptacle provided. The top is made from a single piece of metal without joints, making a roof that can never leak.

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DO YOU DRIVE CAR OR RUN ONE? HERE IS 'DOPE' FRESH FROM HOME

There Is An Art In Driving And Do You Know How?

That there is an art in driving have no doubt. Even believe that the art is increasing constantly in its desirability. For as the traffic on the highways and the byways of a growing country becomes more and more condensed, it requires art in driving to be a part of it. And a good driver always is a part of the traffic and not a contrary-Mary, what-do-I-care-for-the traffic-whistle ego.

The first time a woman drives her car with no-one in the coaching box she has very little, if any, confidence in her ability, no matter how well or how long she has been instructed. Unless she is on a wide and deserted country road she finds it extremely difficult to avoid a few vehicles and obstructions to the progress of the car. And even on a wide and deserted country road she finds the wide expanse all too narrow.

Her difficulty lies in her lack of confidence. The same difficulty figures in the other arts, fine and applied. Only, in driving, more of the world gets the effect of it. If the beginning art student makes the feeble, ineffectual line that fails somehow to give the desired strength to the politician's portrait, it is a narrow, understanding world—the class-room—that knows it and cares. Let a driver make an uncertain line down a crowded street—well, really, it isn't done, especially if it's a city street.

So, you see that there is an art in driving, and an art that it would pay any woman to cultivate in this day of motoring and driving.

It is hard, you will admit, especially if you have been there yourself, for the novice to remember even the most simple of her instructions when she must change speed or pass another car. This is true even though such times are the times of all times at which she should remember her instructions. But the ability to judge distance and speed and the automatic control that comes with driving are only to be learned by actual experience and careful observation, combined with intelligence. And it is in the cultivation of this ability to judge and the automatic control that the art of driving comes in.

It used to be that you could count on your fingers all the cars in a town of 10,000. Can you do it now? True you can count on your fingers all the women who drive in the town of 10,000 and if you are one of them they are probably all friends of yours. But will you be able to do it always? Judging from the growing list of women who drive their own cars you will not be able to do it always, or long. Fewer artists are born than tradition has had it, and just as other arts are sponsored and adopted so is the art of driving being adopted by woman, and it is being adopted by cultivation and by an intelligence that makes lack of confidence non-existent in the face of it.

Women are noted for their mechanical turn of mind. If a house-keeper waits for the electrician to come and repair the burnt-out fuse in the ordinary drop-light in the pantry, which the mere man could but hasn't time to attend to, her lack of mechanical competence in the instance is more than expected. In fact, if she repairs it, the marvel is she wasn't shocked to death! But all that is changing, and perhaps no one thing has more to do with it than the art of driving.

With the coming and the growing of the motor car and its activities she has demonstrated quite often her ability to master the gasoline engine and make herself a most excellent artist in efficient and successful driving. She may not fit herself to be a skilled mechanic, but she does fit herself to understand more than the superificial technicalities, so that she gets a good working knowledge of the features of the car she is most concerned with in driving and is able to apply this knowledge when the time and the occasion demands it.

Greatly to be desired is it that as the motor industry becomes more and more a part of the American and world life that the women of the land gradually become imbued with inherent mechanical ability. But until they do the best thing that will take its place is the use and development of the abilities already possessed and the cultivation of them into that which makes for efficient driving.

There are women who have this inherent mechanical ability. They are the ones who talk about how easy it is to drive, they can't see how anyone would be afraid to be caught out on the road with a balky engine, and so on and so on. Most of these, after driving a few months, exhibit such a knowledge of the mechanical parts of the car as is usually accredited to trained mechanics only. The rest of them break up their cars through accidents or other reasons—and drop out of the driving lists.

But there are just as many, and perhaps more women equally intelligent and learned in matters not technical, who never thoroughly understood their cars and who always have had bad luck in driving.

The woman who is more or less athletic seems to realise more quickly the art of driving. Perhaps it is that she has some unaroused mechanical ability. Or, more likely, perhaps, it is that her friend, the woman who knows what the best seller is, in that she always has it, and embroideries a little, plays bridge a bit, being less used to physical activity, gains less quickly the confidence so necessary to any art and to motoring in no less degree.

The ability to run a car as long as it is all right can be acquired easily and readily. And it is acquired easily and readily. As witness the boast of that one who takes the wheel for the drive back home on the first time out with the salesman. But this is not the art of driving. One might learn to run a car the first day and not know how to drive it ever. The art is cultivated only by systematic study, persistence and determination to learn. The steering wheel is not very exorbitant in its demand of operation. Spark plugs can be changed by less than experts. It is the culmination of all this and more than makes the woman, or man, an artist in the art of driving.

What is an artist in the art of driving, somebody might ask? Well, there is no diploma for the artist and no national gallery for exhibitions of skill. But the artist of this activity meets every emergency with intelligence and speed and is a capable operator of the car through study and experience. She, or he, has become acquainted with the mechanism, the adjustments, the principles and the whys and wherefores of the product of skill she is using.

There is a great difference between running a car and driving a car. To run it you merely follow a certain series of steps which cause the car to start, stop, slow down, speed up, reverse, turn to right and turn to left as desired. But to drive involves judgment, skill, foresight and an unconscious tendency to synchronism of mind, eye, hand and foot, together with some mechanical skill and knowledge.

Too many learn to drive a car from the wrong end of the row. The mechanical details of the car should be mastered before, not after, the would-be driver has steered his somewhat uncertain way down the road. Because it is possible to drive for miles, and years, without the least knowledge of the details or construction of a car of why a certain operation produces a certain effect, it is done, and done too often. For when anything happens, which it generally does, a good working knowledge of the essential mechanism is of inestimable value.

You do not have to know everything about the engine, transmission, differential and the thousand and one other details. Some of the parts, though, sooner or later will need your personal attention, and if you know nothing about them they will need it on vain. Certain details are connected so closely with ordinary driving that they should be mastered, if you are to recognise the art of driving at all.

The best way you can start out to master the art of driving is to have someone who is experienced and competent go with you and explain every step in the process of driving. It is not absolutely necessary, however, that you follow this plan. It will make it faster for you, though, and you will be more apt to learn things in their logical sequence rather than in a mass.

Mexicans Like Hudson Super Power And Speed

"Although war is in the saddle in Mexico, the pleasure loving people of the cities are more interested in high speed as applied to automobile racing than to Government," says Harry S. Houpt, president of the Hudson Motor Car Company of New York.

"More than 50,000 people of Mexico City attended the recent automobile Derby at La Condesa track, at which, by the way, a Hudson Super-six, running independently, put up one of the most remarkable races in speed motor history.

"For twenty laps of the thirty-lap course the Hudson Super-six, owned by Jose Aspe Suinaga, of Mexico City, and piloted by Amaury Munoz, held first place in the big La Condesa speed event, although on the fifth lap it burst the left rear tire and thereafter held the mastery running on the naked detachable rim. The Super-six kept first place until within half a lap of the finish, when the unevenly distributed strain on the naked rear wheel caused Munoz to steer faultily, and the Super-six careened and rolled over. The damage could not be repaired in time to allow Munoz to win, but when the Super-six came to the finish it was given a greater ovation than the winner, who snatched victory from its misfortune, received. Opposed to the Super-six were many cars of great racing reputation.

"The newspapers of Mexico City called the Super-six race the most remarkable exhibition of endurance and power ever witnessed on a Mexican track. Its performance in running twenty-four laps on a naked rim and maintaining the lead all the time until its accident was acclaimed one of the greatest feats in motor history. Both the car and the driver were surrounded by admirers at the finish of the race.

"The day following the Hudson's great race in the La Condesa Derby the Hudson distributor for Mexico City sold eight Super-sixes. Undoubtedly some of those purchases were influenced by the wonderful showing of the Super-six in the race."

Engine Exhausts

Miranda Miller took the seat in a jitney which Rastus Robbins had offered her with a great flourish. "Thank you evah so much, Mistah Robbins," she said, "but Ah don't like to deprive you of youah seat." "Oh," said Rastus, with a great flourish, "no depravity at all, Miss Millah, none at all."

"Your Honor," said the arrested chauffeur, "I tried to warn the man, but the horn would not work." "Then why did you not slacken speed rather than run him down?" A light seemed to dawn upon the prisoner. "That's one on me. I never thought of that."

Car Owner—So you've come for the position of chauffeur? I want a man who doesn't take any chances. Chauffeur—Well, sir, I always require references and salary in advance.

"You take great care not to be run over?" "Sure. I'm afraid I might forfeit my pedestrian's license."

He (in auto)—This controls the brake. It is put on very quickly in case of an emergency. She—Oh, I see; something like a kimono.

"I thought a five-passenger car would easily hold all my friends." "Well?" "Until I got a five-passenger car."

Car is the worst atuomobile crank I ever saw. Is he? Yes; he's even nicknamed his wife "Toots."

One Reason Why Cars Are Made Lighter

Automobile construction in recent years has been the barometer of road construction in the opinion of C. H. Larson, according to statements made last week at the New York Motor Club, of which he is President.

"Not only has the mere development of good roads in itself proved a vital factor and stimulant in the automobile industry," Mr. Larson declared, "but highway improvement has been reflected clearly in the models of the last decade.

"It has been the ever-increasing macadamised and paved streets and the continued betterment in country roads that have resulted in the building of light cars. The two and a half or three ton machine has passed on.

"It has been superseded by an automobile with all the conveniences and only half the weight, and whose cost of operation is so much smaller that it has taken the auto from the luxury class. It was upkeep anyway, and not initial expense which made it that.

"Good roads have been directly responsible for the striking change in construction—fully as responsible as the manufacturers' foresight.

"Nine or ten years ago the trade in this country was agitated greatly over the invasion of the American market by the European car. Because of the fine boulevards and top finish of the streets in such a large part of Europe the foreign manufacturers' product had a low horse power.

"The condition of our highways at the time required a sturdier machine. The foreign car failed here. The American manufacturer went to the other extreme and turned out heavy, cumbersome vehicles. These were more serviceable, but cost of operation was terrific.

"Meantime roads were being put in order and highway campaigns were gathering headway. The necessity of meeting the purse of the 'average consumer' was realised and there came into vogue the popular light model of today, with its consequent reduction of tire cost and outlay for gasoline.

"Take the Oldsmobile, for example. In 1908, we were making Model A, which cost $2,750, and gave fourteen miles to the gallon of gas and 3,000 miles to the tire. It had no magneto and ran on a battery. In 1912, just before the change to the light car became effective, the ninety horsepower limited was being manufactured by the Olds. Eight miles to the gallon could be obtained; and the machine weighed 5,000 pounds and cost almost a dollar a pound.

"Today you can purchase an Olds whose shipping weight is 2,800 pounds for one-third of the 1912 price, get twice the tire and gasoline mileage of five years ago and still have a seven passenger vehicle.

"The popularisation of the Olds, as well as other automobiles, has been due to the fact that good roads have made possible a light car, and, consequently economical upkeep."

CHALMERS GEAR TESTS

Cars Show a Very Good Gasolene Mileage

Dealers in various sections of the country are conducting low gear tests of the Chalmers car in which the machine is run for twenty-four hours without an engine stop and its gasolene consumption is recorded. The tests thus far conducted have resulted in the accumulation of a large quantity of data on the low gear performance of the Chalmers under varying circumstances.

C. H. King, vice-president and general manager of the Chalmers Sales Company, Inc., has received a number of reports from the Chalmers factory which give some idea of the unusual results of the tests. Among the reports is one from the Chalmers Motor Company of Minnesota which tells of a five passenger stock model car being driven through the traffic of St. Paul and Minneapolis business streets for twenty-four hours with only low gear and reverse.

At an average speed of 10.73 miles per hour 7.36 miles was obtained to the gallon of gasolene, while but three quarts of oil was required and one gallon of water. Under similar traffic conditions in Boston but using only high gear an average of 11.9 miles to the gallon of gasolene was obtained. In Grand Rapids, where conditions of the test were similar to those in Boston, a heavy rainstorm added considerably to the driver's difficulties, but keeping in high all the way, a total of 603 miles was obtained for the twenty-four hours at an average of 13.2 miles to the gallon.

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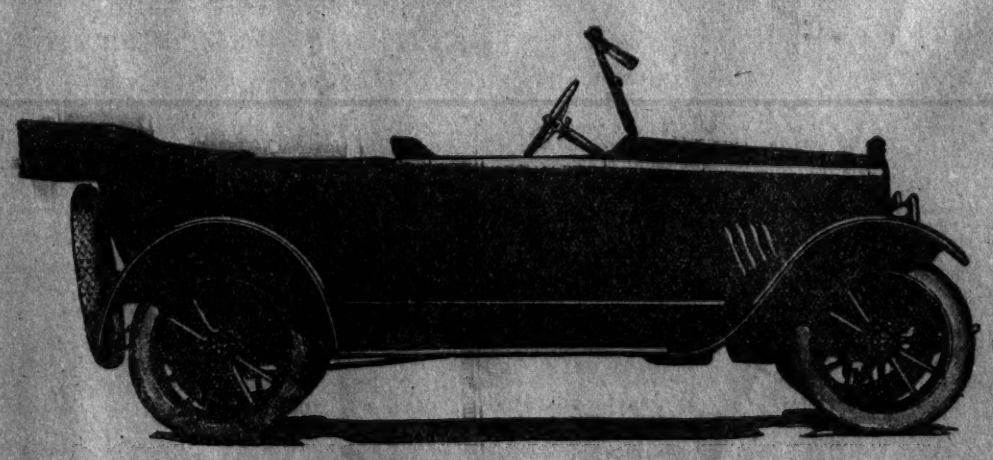

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King Tim Has His Fling In His First Motor Car

Tim Bombay is a king.

His real name is King Tumbremano of Tari Tari, Gilbert isles.

The King has many wives.

There's a kingdom of trouble awaiting for Tim Bombay when he gets home from San Francisco for he has been on the longest joy ride recorded on the islands.

You see when King Tim paddled out to the schooner Expansion eight weeks ago in his outrigger canoe he had no idea that the big boat and his royal highness would be taken into tow by a hurricane and blown into the center of civilisation where he was to see his first automobile, first street car, telephone, elevator and steam beer. If he had put up the job he would have whispered to his best wife that he might be out a little late, but the king, who knew the depth of the water over very part of the coral beach, hadn't read in the school copy-books that "it's an ill wind that blows nobody good."

If you need any further evidence that the king is unsophisticated and not acquainted with the habits of club men take particular notice of this little fact: When the king sailed away from San Francisco on the Ventura for Sydney, where he expects to be picked up some time this year and restored to his kingdom he carried in his outside pocket a picture of himself in an automobile surrounded by two pretty young women. Enuf?

Now the motor will attract a lot of curiosity and talk in the harem, but the girls—well women are women, even in the Gilbert isles. If the king had one wife he might explain it, but down there they know nothing about cloture—or "clothure" for that matter.

When the king gets out of the hospital he will call all of his courtiers into the smoking room and tell them stories of his great adventure. There will be but one kind of automobile in his knowledge. He will puff on the supply of La Punkina cigars J. W. Frawley gave him and tell such wonderful stories about "the little land bird" that members of the royal court will begin saving rocks to get one for the islands. How he sat on a fine cushion, held a wheel, had pretty girls show him where to put his feet, how he went faster and faster until the wind whistled through the half-inch slits in his ears making them feel like some one was pouring sand through the lobes.

Efficiency Auto Tips

Very often a top is ruined by folding it while wet or damp. It should be allowed to remain open until quite dry. Do not use gasoline for removing spots or grease. Gasoline tends to dissolve the rubber in the fabric and causes it to blister. Use a good soap and warm water for washing the top.

If the screws that hold the small brass brackets to the vibrator box become worn so that they do not hold, do not use longer screws. Longer screws may injure the windings of the coil and spoil the vibrator.

Better put a metal band clear around the box and attack to dash with small bolts.

Hold your hand over the breathing tube occasionally while engine is running to see if air is passing out. If breathing tube gets clogged it puts a back pressure on pistons that pulls down the power of the motor.

A device on the market to spread the leaves saves the trouble of jacking up the wheels. Although this makes the process easier, it acts on the screw and wedge principle, and separates the leaves as far as may be necessary.

Of course, the spring slips holding the ends of the leaves together must be removed. On some springs a piece of metal is folded round two leaves while it is red hot. This makes it difficult to put oil between them.

A useful trick is to place the graphite grease in an oil can and set it over a hot flame. When melted the grease is squirted in between the leaves, especially the part close to the bolts that hold them to the axle. As squeaks frequently come from this part this is especially recommended. It puts graphite grease into places which it could not reach otherwise.

But squeaks do not always come from the springs. After spending enough time on them, take an oil gun and squirt oil wherever two metal surfaces come together. Hood and radiator, or dash, fenders, running board, brackets, or anywhere else. Squirt it in with plenty of force, and you will probably stop it.

Carbon troubles are more and more frequent, due possibly to inferior quality gasoline. To deal with such conditions, carbon removers have come on the market. One such of which we have heard good reports, is a tablet, smelling like camphor, but of which it is said no acid, ether, alcohol, camphor or any other ingredients likely to injure a motor enters into its composition. It is stated that six tablets used with 30 gallons of gasoline will dissolve the hardest carbon and it will then be blown out of the exhaust.

INDOOR SPORTS By Tad

IS THIS POLE STRONG — THAT'S WHAT I WANNA KNOW
HEY THERE — HOW'D WE GET THAT WAY?
OH DEAR — WILMOT YOUVE TORN A HOLE IN YOUR NEW TROUSERS — OH DEAR —
HEY, YER HAT'S ON CROOKED WILMOT
HEY — BROWN GOT THE RIGHT TIME ?
HEY POP YER SHOE IS UNLACED — OH POP LOOK
OO MAMA LOOK PA-PA MONKEY
HOT COFFEE
OUTDOOR SPORTS
FIXING THE CLOTHES POLE IN THE BACK YARD WHILE THE HUMORIST ARE OUT IN FULL FORCE

Scientists Working To Increase Gasolene Supply

In Dr. Walter F. Rittman's address before the spring meeting of the American Chemical Society, he gave some interesting figures about gasolene and the automobile industry, and he also made some predictions. It is published in full in the society's Industrial Journal. Of three billion gallons of gasolene to be produced in the United States in 1917, he said that one fifth would be made by cracking. Cracking petroleum means taking petroleum residues after the gasoline and kerosene have been distilled off and treating this residue according to various processes, but usually with heat and pressure. What happens is that, in a chemical sense, and to use a very loose expression, the residue is knocked to pieces, into big and little pieces; let us say. Then some of the little pieces are found to be gasolene. It has been observed that there is a limit to cracking and that after three times in succession the residue refused to separate into gasoline and other bodies. On further treatment it shows a disposition to go back into its original elements, carbon and hydrogen. The rule seems to be about three times and out.

By July 1 Dr. Rittman said there will be 4,000,000 automobiles in operation in the United States. The address was written before the declaration of war between the United States and Germany, but he predicted that when materials reach normal prices again the costs and consequent selling prices will be so reduced that ten million cars will be the automobile census of this country at its present population. This means an annual replacement of 2,000,000 machines. Only the steel, lumber and clothing industries exceed the automobile business today. The annual bill for the upkeep of motor cars now operated in the United States he places approximately as follows:

Gasolene	$500,000,000
Tires	500,000,000
Accessories	300,000,000
Garage Hire	150,000,000
Repairs	150,000,000
Total	$1,600,000,000

The number of automobiles in this country on January 1 of each of a number of years past he gives as follows:

1905	85,000 cars
1910	400,000 "
1911	600,000 "
1912	677,000 "
1913	1,010,000 "
1914	1,253,000 "
1915	1,754,000 "
1916	2,225,000 "
1917	3,250,000 "
1918 (estimated).	4,750,000 "

The average consumption of gasolene per machine per annum is placed at 500 gallons, besides the use in motor boats, motor cycles, farm engines, chemical manufacture cleaning establishments, etc. Therefore the fuel problem is the big one for automobiles. Alcohol he puts down as a commercial possibility when gasoline reaches 35 cents per gallon, but not before. This considers alcohol at before-the-war prices. Present values are away up in the air. Benzol and the light oils from coal tar make a grand motor fuel, but the Doctor does not see over 100,000,000 gallons a year to be produced under present methods of using coal, and chemical industry is likely to take so large a part of this as to render the remainder unimportant as a factor in the situation.

Then there is casing head gasolene which is that obtained from natural gas. This is so volatile that it is blended with naphthas that are not otherwise available, but the product is limited. The annual output of casing head gasoline for the past seven years has been:

Year.	Gallons.
1911	7,425,839
1912	12,081,100
1913	24,060,000
1914	42,652,000
1915	65,334,000
1916	125,000,000
1917	200,000,000

The use of kerosene demands a carburetor that has not been invented yet, or if all possible kinds have already been invented, then the right combination of them has not been made. Dr Rittman stated that the number of possible explosive mixtures of kerosene and air is not so great as the number of explosive mixtures of gasoline and air, and he expresses doubts whether a carburetor can be made that is fine enough in its adjustment to work efficiently with kerosene. He thought a partial way out of the difficulty would be to revert to the steamer type of automobile in which the heavier oil is used to generate steam.

The following figures give the production of crude oil and of gasolene in the United States for various years:

CRUDE OIL.

1905	134,717,580 bbls.
1910	209,557,248 "
1911	220,449,391 "
1912	222,935,044 "
1913	248,446,230 "
1914	265,762,535 "
1915	281,104,104 "
1916	292,300,000 "

GASOLENE.

1904	6,920,000 bbls.
1909	12,900,000 "
1914	34,915,000 "
1915	41,600,000 "
1916	54,760,000 "
1917 (estim'd).	70,000,000 "

From these figures he deduces that from 1910 to 1917 the number of automobiles increased eightfold, crude oil production grew a little over one-third and gasolene production increased eight times. The increase in gasoline is due to taking a greater proportion of motor fuel from crude oil and calling it gasoline, and to the production of gasoline from petroleum residues by cracking. He expressed the belief that in 1918 1,000,000,000 gallons of gasolene will be produced by cracking and that by 1920 there will be more made in this way than will be distilled from crude oil. His conclusion is that the development of this art of cracking will continue to provide us with our principal supply of motor fuel. He even goes so far as to say that the "entire load is falling on the shoulders of cracked gasolene, and cracked gasolene promises to make light of its load."

FAULT OF WHEEL ALIGNMENT CAUSE OF EXCESSIVE TIRE WEAR

Expert Tells How To Detect Defects And Urges Prompt Looking After

Excessive wear to the tread of a tire is usually attributed to fault in alignment of wheels and the real cause is not, therefore, always discovered even when the car has been inspected by a mechanic, according to P. M. Smoot, president of Smoot and Steinhauser, local Firestone distributors, who gives the following rules for aligning the wheels.

Stand the car in line as near as possible by having the same distance between hubs of front and rear wheels on both sides of the car. Measure front wheels directly in front of axle by drawing steel tape measure from the inside of felloe on one wheel to the inside of felloe on opposite wheel. After noting the exact measurement, move the wheels one-third or one-fourth turn and repeat the operation. The same method of measuring rear wheels will answer the purpose, except that the measurements can be more conveniently taken directly back of the axle. If three or four measurements do not show a variation of more than one-fourth inch, the wheel are in good alignment. A difference of one-eighth inch is allowable by car manufacturers, but, as a general thing, the wheels are seldom this far out of line, unless damaged.

There is no specific general standard for the camber or canting of front wheels outward at the top, but the practise is to do this on most of the cars, the purpose being to make it easier to steer and turn curves to better advantage than if the wheels are perpendicular, as with the rear. This camber of the front wheels of different cars varies from one-fourth inch to one and one-eighth inches between inside felloe measurements. If the wheels stand too far outward at the top, there is apt to be some binding effect at the axles—under this condition the tires do not roll freely, the strains to fabric are not equally distributed and the rubber on the outer side wall is more exposed to rut wear.

Do not be confused, when taking measurements, if it is found that the front wheels are from one-fourth inch to one-half inch wider than rear wheels—this has no real bearing on the alignment.

Excessive wear to a tire tread does not necessarily indicate irregular alignment of wheels. It may often be traced to a loose or worn hub disk, a bent axle, steering rod or knuckle, or connecting rod either too long or too short. Other causes are loose bearings and the tight adjustment of one or both brake drums. If clamping brackets of demountable rims are not tightened evenly, the rims may wabble and cause the wheels to travel obliquely, i. e., at an angle.

Worn bushings will permit enough play in knuckles to allow front wheels to wabble; this is also true with rear wheels that have been removed, but not properly adjusted, when reapplied—either of these conditions may be hard to find in taking measurements and will only show up under weight of the car when in motion.

If in doubt as to the true running of wheels, observe car from front and rear when driven in a straight course for some distance, at a speed of 15 to 20 miles an hour.

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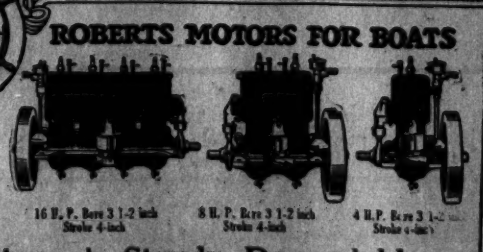

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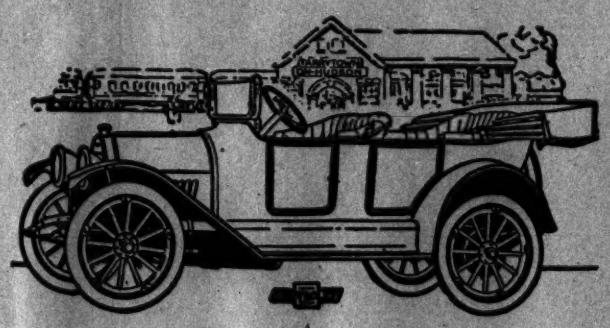

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CHEVROLET

Watch The Noise In Your Engine

Automobile engines often have a knock of some kind which annoys the driver. These noises vary from a barely distinguished click to a blow that may be heard twenty feet away. What is their significance—what should be done? In answer to these questions, H. C. Brokaw, Principal of an Automobile School, said:

"A great many of the knocks do not do any harm; that is, they are not causing any damage to the engine parts; but there are some knocks which require immediate attention to prevent the demolition of the engine or seriously damaging it. Some of these are loose connecting rod bearing; cylinder loose on its base; lack of lubrication and consequent overheating, and a broken revolving or reciprocating member, which might tear things up if allowed to run. The spark advanced too far puts an excessive strain on the crank shaft and a short circuit in the ignition system does the same.

"On the other hand, there is no immediate danger if there is a piston slap, though pretty noisy; nor is there when the oil pump gives a thump or loud click at the valve seating. But on general principles when there is a knock its cause should be ascertained at once and expert advice obtained as to whether it it dangerous. If so, it must be fixed before running further. If it is only a minor knock the repair can be left to a more convenient time.

"So many of the knocks are only a matter of annoyance; that is, they do no more harm than to cause the driver unnecessary nerve jars and to spoil the pleasure of riding. But he will bother the various garage men and everybody else he can get to listen and then will not accept the assurance that the knock is not doing any harm.

"As a matter of fact, there are knocks peculiar to certain makes of engines that the manufacturers have not seen fit to eliminate because they are not harmful. Among these is the so-called 'gas knock.' Now I do not know what a 'gas knock' is, and I doubt if anybody else does. But it is a common term for the kind of a knock which cannot be located anywhere and it is laid to some action of the gas.

"Sometimes the knocks are hard to locate. One of our cars needed a new cam shaft gear to replace a worn one which produced a knock. It was put on, but when the engine was started it was found there was a worse knock than before. It took a long time to find that it was the new gear. It fitted very tight on the shaft and had to be forced on. Without being noticeable the forcing had cracked the hub and this cracked through the rim, so that two of the teeth were out of true and had spread enough to pound when that portion of the gear came into mesh.

"Another knock difficult to locate is caused by sticking exhaust valves. One of the valve stems had been oiled and this had been allowed to burn to a nice sticky paste. Now, when the push rod opens the valve and starts down, the valve does not follow closely. The spring brings it down, of course but more slowly than it should, because of the sticky stem, and when the stem and push rod meet there is a thump.

"It is ordinarily said that a lean mixture or an overadvanced spark will cause knocking. As a matter of fact they do not do anything of the kind, but it is true that these things bring to our notice other faults, such as worn piston or cylinder wall and consequent side slap, or they magnify some other worn part so that it becomes audible. As a matter of fact it is possible to advance the spark so far that it will try to reverse the engine and not have a particle of knock. And it is possible to have so lean a mixture that it will hardly run the engine without a knock, but if there is something else wrong it will bring that out.

Making Money In Prison With Fords

Evidence has just been unearthed which clearly reveals how former Warden Nathan F. Simpson, of the Michigan State prison at Jackson, succeeded in making that institution one of the two self-supporting and profit-earning penitentiaries in this country. The secret of his success is easily solved. It is the continuous use of Ford automobiles during the last four years of his appointment to the warden's office.

In the four years, twenty-one Ford automobiles have been purchased by Jackson prison from the Central Auto and Supply Company of Jackson, the Ford agents in that city. These machines have been operated during all seasons of the year in various capacities, with remarkable results. They have been driven the greater part of the time between the prison and the farms belonging to the institution, the nearest of which is two and a half miles distant, while the one at the greatest distance is twenty miles from the prison.

The twenty-one Fords have cost Jackson prison about $5,775, making the average cost per car about $265. This saving in cost has been effected by the exchange of the used cars at the end of each year. About two-thirds of the original value of the car was allowed, making each new machine cost about $175. These machines have amassed an amazing grand total mileage of about 315,000 miles in the four years. Some machines have covered as high as 25,000 miles while the average per car is about 15,000 miles.

When Warden Simpson assumed charge of affairs at Jackson prison the means of conveyance furnished the warden was an old-fashioned "carryall," or high-wheeled carriage. This was drawn by "Belle," an old bay mare, who is still the property of the prison though unfit for work, while the old "carryall" is kept as a curiosity.

Shortly after assuming control the warden purchased a Ford automobile for his personal use and since then new machines have been added from time to time, until at present there are seven Ford touring cars owned and operated by Jackson prison.

These cars are placed at the prison and on the different farms, the superintendent of each farm, together with the warden and other officers, having the use of an automobile at all times. All of the machines are driven by inmates, several of whom when they were received at the prison knew nothing about an automobile.

Warden Simpson was enthusiastic in his praise of "The Universal Car," asserting that they had accomplished work which no other make of machine could have done and at a greatly reduced cost.—*Ford Times.*

Trying To Pull Game In The Cadillac Eight

The crew of the twenty-four hour Cadillac Eight, which the Detroit factory keeps on the road in a continuous test, had an experience recently which filled their hearts with delight.

An enterprising farmer near Detroit was seized with the idea of creating a college-education fund for his boys. Motorists were to be the unwilling though helpless contributors. The farmer saw several score of them pass his place every day.

Just around a bend in the road was a yellow-clay mudhole. At the curve he placed a "slow down" sign, provided himself with a suitable towing rope, and waited.

An approaching automobile would reduce its speed to three or four miles an hour, turn the bend, slough down into the mud that reached to the hub caps, and be done. Then the farmer would appear, and for a modest consideration—up to $25—would have his team pull out the mired machine.

One day a desirable-looking car appeared up the road. It was the twenty-four hour Cadillac, but the farmer didn't know that. He drove his team down through the orchard, to be ready when help was needed.

The Cadillac slowed down at the sign, entered the yellow splotch in the road, sank to the hubs, as per schedule. But it didn't stop. It merely hesitated, moved on through the mud to solid ground, and was gone about its business. The farmer slowly drove his Percherons back to the barn.

SOCIALISTS URGED REVOLT

Wuerttemberg Extremists Bolted When They Were Outvoted

Washington, May 29.—A considerable sentiment for revolution in the German Kingdom of Wuerttemberg is reflected in news stories published in the Frankfurter Zeitung. An official despatch today quoted that paper as saying on May 25 that a minority of the Social Democratic Patry in the kingdom had bolted because the majority refused to advocate a revolution. The minority joined the Independent Democrats.

Cadillac

Standard of the World

ONCE you have driven a Cadillac, its charm has spoiled you for motoring of the ordinary kind.

You may set greatest store on quietness, or steadiness, or speed, or comfort, or general roadability; or on beautiful body-lines.

But it is when you see and feel how, in the Cadillacs, all of these qualities are so successfully blended, that you awaken to the realization of how much more fascinating your motoring can be.

Cadillac Standard of the World

The verdict of those who have experienced the super-luxury of the Cadillac-Eight is—"The sweetest running car in the world."

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Health, Beauty and the Household

The Doctor Says

By Brice Belden M.D.

The Well-Known Physician and Writer.

WHAT is the best thing to drive uric acid out of the system?—READER.

Stop eating flesh of all kinds, including even fish. Do not use alcohol in any form. Eliminate rich soups, fried foods, radishes, asparagus, tomatoes and dried beans, candies, pies, pastries and oysters. Cereals, fresh fruits, milk and fresh vegetables other than those mentioned may be freely eaten. Drink a great deal of water. Tea and coffee are harmful. Exercise in the open air and the daily bath are imperative. Insure regularity of bowel function. Salicylate of soda aids in the elimination of uric acid, as in this prescription;

Salicylate of Soda.....3 drams
Simple Elixir.....3 ounces
Take one teaspoonful of this after meals, dissolved in half a tumblerful of water.

CAN you suggest a remedy for stopping the running of a discharge from one ear, following a cold? It causes catarrhal deafness.—O. G.

There is no remedy which will, of itself, taken internally, cure such a condition. If the drainage is poor the perforation in the drum may require enlargement. Dry wiping rather than washing out is advisable. Blow your nose with the mouth open and without compression of the nostrils. Since the trouble originated from a cold don't keep on pumping more infective material from the nose into the ear, through the Eustachian tube, by blowing your nose in the prevailing insane fashion. Instead of washing out the ear wash out the nose every day, using the small glass hand douche procurable in every pharmacy. A good solution to use consists of

Common Salt.....1 teaspoonful
Water.....1 quart

After using this solution observe the rule given above as to the manner of blowing the nose. Vaccine treatment sometimes works well in this condition, if intractable. You should be under the care of a physician, since there is a possibility of extension into the mastoid cells behind the ear so long as the condition persists.

I HAVE lost some weight, am troubled with catarrhal symptoms in the morning, with a streak of blood in the sputum, and suffer from night sweats. Are not these symptoms of consumption, and can I be cured and how? —MRS. B. S. T.

The symptoms detailed by you strongly suggest tuberculosis. You should be thoroughly examined and the location and extent of the trouble determined, since the question of cure depends somewhat on the stage. The vast majority of cases with symptoms like yours, in which tuberculosis actually exists, are curable if they can be properly handled. It is quite possible that you are not tuberculous at all, despite the symptoms mentioned. You don't have to guess about it, since a physician can definitely settle the question.

How you can be cured, if actually ill with this disease, depends upon a variety of circumstances. Each case must be individualized. It is a question of teeth, of nutrition, of hygiene, of rest in some cases and judicious exercise in others, of symptomatic treatment, of heliotherapy (sun-bathing) in some cases, and of avoidance of strong sunlight exposure in others, and in certain cases of climatic change, though the practice in this wise has undergone great changes. Our resources in this disease have been greatly developed, and, generally speaking, cases can be cured without sending them away. Drugs play but a small part in the treatment. You should be under the care of a physician.

A DOCTOR has cured my eye of watering, due to plugging of the tear-duct, but it is still swollen a bit. What would you advise me to do to get rid of this swelling?—MRS. M. B.

You should consult the same physician again. If for any good reason this is not expedient use the following prescription:

Solution of Adrenalin Chloride (1 to 1000).....30 drops
Distilled water.....one ounce
Place a few drops in the eye twice daily.

KINDLY advise me why my feet blister in the Summer and suggest a preventive.—H. A.

The trouble is due to excessive perspiration and decomposition of the secretion due to heat. The secretion may be controlled and the irritation removed by using the following preventive:

Solution of formaldehyd, U. S. P.....4 ounces

Dissolve three teaspoonfuls of this in a quart of water and bathe the feet in this for five minutes every night. Let it dry without wiping. Bathe the feet first in plain cold water.

IN my sleep my tongue gets so dry that the tip nearly splits. I am also habitually constipated, drowsy after meals, and lack energy. Can my troubles be remedied? —J. D. B.

The dryness of the tongue is due to mouth breathing. Your throat is obstructed by adenoids or your nose by a displacement of the central partition. Both of these conditions are remediable by operation, but not by any other measure. Your drowsiness and lack of energy are due to oxygen starvation, since a person who breathes through the mouth during sleep or any other time gets too little air, and without sufficient oxygen you cannot have any "punch." The drowsiness and lack of energy are intensified by the constipation. Correct the constipation by taking twenty or thirty drops of cascara evacuant every night dissolved in a few swallows of water

YOU MIGHT TRY—

Using Scorched Milk.

DON'T throw away scorched milk. Pour it into a clean vessel and when cold the burned taste will be gone.

For a Cracked Derby.

HOLD a lighted match inside the hat as close to the broken spot as possible. The heat softens the texture of the hat, which can now be brushed with a stiff brush until its former smoothness is entirely regained.

Raw Onion on Picture Frames.

IF you have fly specks on your picture frames rub a freshly cut raw onion over them Or grate the onion and apply the juice with a soft brush to both picture and frame. This will not only prevent flies from alighting there, but will remove all trace of their presence.

A New Fly Catcher.

AN intelligent use of the nozzle of a vacuum cleaner will gather more flies than any kind of trap.

Red Ink on that New Blouse.

TO preserve the "flesh-tint" that is now so fashionable in blouses and lingerie put just a little red ink in the rinsing water.

Peppermint for Mice.

IF troubled with mice place a little oil of peppermint about their haunts and they will soon look for other quarters.

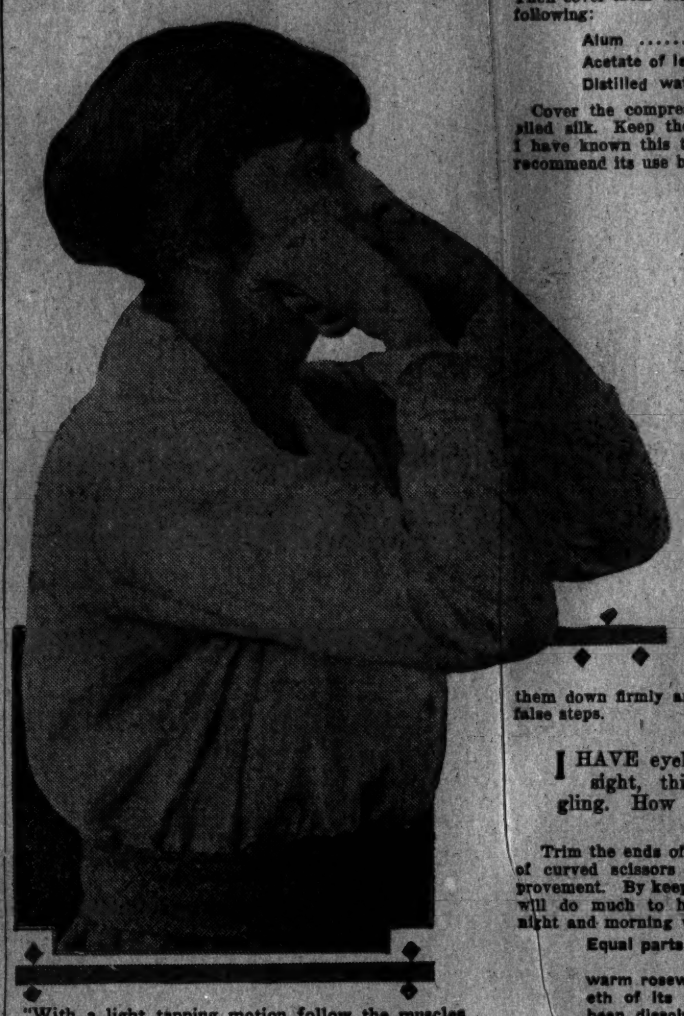
Steaming Away Creases.

CLOTHES that have been packed away for a long time can be made creaseless by hanging them in the bathroom while the hot water faucet is turned on.

MY SECRETS OF BEAUTY

By Mme. Lina Cavalieri,

The Most Famous Living Beauty.



"With a light tapping motion follow the muscles backward toward the lines of the ears."

MY cheek muscles are sagging horribly making ugly lines about the corners of my mouth. What should I do? —PHYLLIS E.

This distressing condition can be improved by careful and skilful massage with a good cold cream like this:

Honey.....3 ounces
Isinglass.....1½ drams
Pure vinegar, preferably that made from white wine.....1 pint
Shredded red sandal wood.....½ dram

Wash the face thoroughly with warm water and a pure soap. Then apply the cream gently, massaging the cheeks firmly upward and outward with a rotary motion of the second and third fingers. Now close the hands and with a light tapping motion like the patter of rain drops follow the muscles backward toward the lines of the ears. Keep this up every night for several months, and you will be amply rewarded by the marvelous results that will follow this treatment.

MY breasts have become too large. How can they be reduced? —MARGARET DE P.

I will give you the famous astringent lotion recommended by Dr. Vaucaire:

Aristol.....2 grams
White vaseline.....30 grams
Essence of peppermint.....10 drops

Massage this pomade into the breasts every night. Then cover them with compresses moistened with the following:

Alum.....2 grams
Acetate of lead.....30 grams
Distilled water.....400 grams

Cover the compresses wet with this lotion, with oiled silk. Keep them on for twelve hours. While I have known this to be successfully used, I do not recommend its use because of the presence of lead.

CAN an awkward, growing girl ever hope to be graceful? I always seem to step on my own feet or knock over a chair when I try to bow gracefully.—DELLA.

Most certainly you can learn to do things with perfect ease and grace of manner if you will only forget your own feeling of self-consciousness. One good rule that it would be well for you to remember is to be careful of your movements when alone and unconscious of them when in public. Try to acquire poise and serenity. Did you know that the late Heinrich Conried, when asked to describe a beautiful woman, said: "That is simple. She is harmonious." If you knock over a chair do not act embarrassed. Pick it up as matter-of-factly as possible. Don't allow your feet to drag, but set them down firmly and you will not stumble or make false steps.

I HAVE eyelashes that are a perfect sight, thin, irregular and straggling. How can I improve them? —MIRIAM W.

Trim the ends of your lashes carefully with a pair of curved scissors and you will soon note an improvement. By keeping the eyes thoroughly clean you will do much to help the eyelashes. Bathe them night and morning with an eyecup filled with

Equal parts of witch hazel and water
or
warm rosewater, in which one-twentieth of its bulk of boracic acid has been dissolved.

BECAUSE I have been losing flesh lately my face is getting too thin. How can this be counteracted? —HELEN T.

Massage the following lotion into the face and neck after a nightly bath. If kept up for a short while, this can hardly fail to improve your appearance:

Oil of sweet almonds.....3 ounces
Balsam of tolu.....2 grams
Benzoin.....2 grams
Essence of lemons.....2 drops
Essence of cajeput.....2 drops

I HAVE prominent veins on my nose and cheeks. Is there any safe way of getting rid of them?—MRS. C. T.

These veins may be due to various causes. If your color is too high, this means that you have been living upon foods that are too stimulating. Try a glassful of lemonade or limeade every night before retiring. The distended veins and redness may also be caused by poor circulation. Or the cause may be due to impure blood or lack of exercise. Outdoor exercise and careful diet will work wonders. But I cannot give you any more specific information until you have given me some idea of the cause that has brought on the trouble. Your physician should be able to tell you without difficulty. Try applying the following paste every night:

Refined chalk.....1 dram
Glycerine.....1 ounce
Distilled water.....2 ounces

Economical Menus for the Week

FOR the benefit of housewives who want appetizing, healthful and economical meals, but are tired of serving the same old combinations over and over again, the accompanying menus for a whole week of meals have been prepared especially for this newspaper by Miss Mary Lee Swann, a member of the faculty of Teachers' College, Columbia University.

MONDAY	TUESDAY	WEDNESDAY
Breakfast	*Breakfast*	*Breakfast*
Cereal with Dates Top Milk Broiled Bacon and Poached Eggs Grilled Potatoes Toast Coffee	Strawberries Sausage Creamed Potatoes Baking Powder Biscuits Coffee	Oatmeal Fresh Pineapple Cream Cheese Toast Radishes Coffee Milk
Luncheon	*Luncheon*	*Luncheon*
Cream of Beet Top Soup Croutons Ham Timbales Popovers Logan Berry Sponge Tea	Cheese Souffle Twin Mountain Muffins Endive Salad Orange Jelly	Beef and Potato Hash Sliced Tomatoes and Lettuce Salad Banana Charlotte Russe Tea
Dinner	*Dinner*	*Dinner*
Boiled Fresh Cod, Pickle Sauce Baked Potatoes Creamed Onions Lettuce Salad Lemon Pie Coffee	Canneloni of Beef Hominy Croquettes Buttered Beets Lettuce and Orange Salad Chocolate Cream Bread Pudding Coffee	Chicken Smothered in Fresh Mushrooms French Fried Sweet Potatoes Lettuce and Beet Salad Cream Puffs Coffee

THURSDAY	FRIDAY	SATURDAY	SUNDAY
Breakfast	*Breakfast*	*Breakfast*	*Breakfast*
Grape Nuts with Top Milk Salt Codfish Balls Cornmeal Puffs Coffee	Stewed Prunes Creamy Omelet Potato Puffs Finger Rolls Coffee	Boiled Rice Thin Cream Hamburg Steak Balls Stewed Raisins Graham Muffins Coffee	Strawberries and Cream Cereal Creamed Dried Beef Muffins Coffee
Luncheon	*Luncheon*	*Luncheon*	*Dinner*
Kornlet Chowder Soda Biscuits Ripe Olives Strawberry Whip Tea	Baked Kidney Beans Boston Brown Bread Orange Charlotte Tea	Italian Polenta Beet Relish Gingerbread with Apple Sauce Tea	Cream of Celery Soup Roast Lamb Brown Sauce Potatoes Roasted with Meat Spinach Home-made Sweet Pickles Heavenly Hash Coffee
Dinner	*Dinner*	*Dinner*	*Supper*
Breaded Lamb Chops Pea Timbales Baked Potatoes on Half Shell Cress, French Dressing Rhubarb Baked with Raisins Coffee	Bouillon Broiled Mackerel Riced Potatoes Endive and Cucumber Salad Sponge Jelly Roll Coffee	Meat in Casserole with Vegetables Rice Timbales Hearts of Celery Cup Custards Coffee	Shirred Eggs Baking Powder Biscuits Currant Jelly Baked Apples Cream Tea

Making Housework Easier

By Mrs. Christine Frederick

The Distinguished Authority on Household Efficiency.

WHAT is a "lettuce basket"? I have heard it mentioned often in cook books but never have seen one. —MRS. M. B.

A lettuce basket is a wire pan container with a thin handle, into which lettuce is put after it is washed. The basket can then be swung around and the lettuce drained thoroughly without pressure or touching it, as is necessary with a cloth. You have probably seen it in many pictures of household interiors of the old country, and it can be found now in any housefurnishings store. Such a basket is also excellent for using to cook spinach, beets, carrots, or indeed any vegetable. It can be dropped into the boiling water and then the whole basket brought up without the need of spearing each piece of vegetable separately with a fork, or breaking it.

I AM thinking of buying an ice cream freezer. Would you advise a wooden or a metal one? I only want a small one.—MISS SARAH J.

The wooden tub is preferable, because wood is a non-conductor of heat and the wooden tub lasts longer than the metal, which becomes dented. If you want to make about a quart of cream generally, buy a two-quart freezer, or, always a size proportionately larger than the amount you want to make. Some of the freezers have a double compartment so that it is possible to make ice or sherbet in one side and cream in the other, which is very convenient. The secret of making cream easily is not to put the tub in a cold, damp place while freezing. This retards the melting of the ice and actually retards the freezing. Use the ice cream freezer on the kitchen table and not in the cellar.

DO you think I ought to keep house on a regular "allowance"? My husband and I never agree as to what I should have to spend, and I never seem to have any money for myself. It is the hardest problem in my whole life. —MRS. P. R.

The best way is for husband and wife jointly to understand their finances and to plan what they want to do with their money. Then the wife, as she is at home and doing most of the buying, should keep the accounts. Get a small ruled account book with columns for meat, laundry, milk, amusements, etc., costing 25 cents. At the beginning of the month write down the sum that you and your husband have decided you can afford to spend on the house itself. Then, as you make a purchase, write the amount in the proper column under the right day, as

Meat	Vegetables	Dress Goods
40c	25c	$1.00

At the end of the month add the figures and this will give you the total spent on each division for the whole month. Then, by looking at the book, you can see exactly what you have spent and where every penny went. I am sure this plan will be more successful than never knowing where your money goes.

I WANT to get a new floor for my kitchen. What would you suggest, linoleum or varnish the old floor? I have not much money to spend, although it is my own house. —MRS. G. M.

If your purse is limited, use a good inlaid linoleum in not too light a pattern. This will cost about $2 a square yard to-day and should be laid by a professional, so that it will not bulge at the seams. The seams should be calked with cement and also the cracks where the linoleum joins the base board. If you had more money I should suggest a "composition" material, which is made of asbestos, cement, etc. This is put on like plaster. The floor receives two coats and the material is carried up from the floor into a base board, called a "cove" base board, thus doing away with any seams for insects or dirt to lodge in. These materials come in several attractive colors. You have probably seen them on the floors of hotels or hospitals, and they are by far the best floor for any kitchen, pantry, hall or even porch.

I HAVE two little children and must wash a number of their pieces all the time. There seems no easy way to dry them. I do not like to hang them around the radiator.—MRS. J.

There are several little devices that will help you. One is a roll of clothes rope concealed in a metal box. The rope can be pulled out easily and fastened by its little hook to some convenient nail high in the kitchen wall. Then, when not needed, the rope can be wound up. Such a device costs about 25 cents and is convenient in small kitchens, on a back porch or even in a nursery, where it can be used for children's garments over night and rolled up in the day time. Or there is a large rack equal to about 200 feet of clothes line which can be raised and lowered by a pulley from the ceiling. This had best be placed in a kitchen or laundry room. On it can be hung regular washing, or especially baby clothes. If filled over night and raised, in the morning the clothes will be found dry and the rack can be pulled up out of sight.

DO you advise the use of a scale in the kitchen, and what kind?—MRS. B. H.

Yes, there is no more necessary article in every kitchen than a scale. This is a check-up on all your grocers and butchers, and still more on yourself. The best scale I know of consists of a flat pan suspended on three chains, with an indicating dial above. Other types of scales where small iron weights are used, or where there needs to be adjustment by hand, are more likely to get out of order or to be fraudulent. Choose a dial showing 10 pounds rather than 20, as this gives a larger space to each ounce on the dial, so that it can be read more clearly. Keep scale away from dampness or excessive heat, and protect it from dust.

TESTED RECIPES

Heavenly Hash.

WHIP one cup double cream, three tablespoonfuls of sugar and half a teaspoonful of vanilla extract, very light; fold in a cup and a half of prepared fruit and nuts. Serve thoroughly chilled in glass cups. For the fruit, maraschino cherries, cut in slices; slices of canned pineapple, cut in small sections; white grapes, skinned, cut in halves and seeded; marshmallows, cut in quarters and softened in a little of the pineapple juice, and pecan nut meats, broken in small pieces, are suitable. If these fruits are not available, small pieces of canned peaches or pears may be used.

Italian Polenta.

ADD one teaspoonful of salt to two cups of boiling water and stir two cups of cold water into a cup of cornmeal. Gradually stir the softened cornmeal into the rapidly boiling, salted water, but not fast enough to stop the boiling. Stir occasionally while boiling ten minutes, then let cook over boiling water an hour or longer, stirring occasionally. Add two tablespoonsful of butter and from one-half to one cup of grated cheese. Serve with or without meat. For serving without meat, prepare the following sauce. Saute six fresh mushrooms and an onion, chopped fine, in a half cup of olive oil or butter, without discoloring either. Add a half cup of water and a tablespoonful of beef extract and let simmer ten minutes. Strain or not before using.

Orange Pie.

BEAT the yolks of six eggs and the whites of three until light. Cream one cupful of butter and one cupful of sugar together and add the pulp and juice of four oranges. Mix with the eggs and stir over the fire to thicken. Fill two pastry-lined pie pans and bake in a moderate oven. When done, cover with the meringue made of the three whites and set in the cool oven to dry.

SPORTING NEWS SECTION
THE CHINA PRESS

SHANGHAI, SUNDAY, JULY 8, 1917

JUDGE RUMMY'S COURT — By TAD

OL RUMMY AINT FEELIN ANY TOO GOOD THESE DAYS AN YOU BOIDS MIGHT GET THE HOOSE GOW FOR A YEAR.
THE EYETALIANAN THIS OTHER DUCE IS FIGHTING IN FRONT OF A RECRUITIN OFFICE
I SAYS GOTTA MATCH-AN WITHOUT A WORD OF WARNIN HE SMACKS ME RIGHT ON THE PUSS
LO MI A DATTUTO PRIMO-
I OUGHTA BLUFF HIM DAT JUST FER LUCK
ILL HAVE TO PUT THIS CASE OVER AWHILE OUR INTERPRETER IZZUT HERE AND THIS GUY DONT SPEAK ENGLISH-
NOAN PARLO INGLEIC
WHY YOUR HONOR - I SPEAK ITALIAN - I'LL ACT AS THE INTERPRETER IF BOTH SIDES ARE WILLING - MY SIDE IS.
I GUESS THE LITTLE GUY WONT CARE - SHOOT!
I NO SPEAKA DA ENGLISH
WOT KINDA FLOWERS DOES THE LITTLE GUY LIKE?
ILL TAKE HIM INTO THE ANTE ROOM A MOMENT TO SEE IF HE TALKS HIGH OR LOW EYETALIAN
TAD '17

S.C.C. AGAIN BEAT RECS BY 63 RUNS

Captain Barrett Plays Another Great Innings, Putting On Score Of 70

BHOORA'S GREAT FEAT

Parsee Defeats Police On His Own; Scores 62, Takes Five Wickets For 4

In the return match between the two senior clubs, on the S.R.C. ground, yesterday, the S.C.C. again proved their superiority, by 63 runs. The "Recs" fielded perhaps their strongest eleven, which included Quayle, whilst the club played Clifford and Norman in the places of Billings and Foster.

Cooper won the toss and decided to put the Cricket Club in first. This was, perhaps, a doubtful decision, in view of the state of the wicket.

Deeks and Clifford opened the innings, to the bowling of Quayle and Ollerdessen and runs came slowly from the start. Deeks was soon bowled by Quayle and at 35 Clifford left.

Barrett and Stagg then became associated and the brightest cricket of the day was seen. Barrett, upon one occasion, knocked Quayle for 10 runs in three hits and the scoreboard read 135 before Stagg fell to a fine catch by White.

Barrett left soon afterwards, out to a clever catch by T. Wallace, for a fine contribution of 70, which included six fours. The remainder of the innings was featured by some good hitting by Tait, but the total only reached 163. Ollerdessen's analysis of 5 for 45 was well deserved.

When the Recs commenced their innings, Sam Wallace was bowled soon after the outset by Whitehead and then Tom Wallace foolishly ran himself out. On Milner getting out to a brilliant left handed catch by Barrett, things looked in a bad state.

Wilson and Quayle then got together and 5 appeared before Clifford beat Wilson with an unplayable ball. Cooper was then on view and enlivened the proceedings by twice despatching Clifford to the boundary, but his was a short life, for Stagg accepted a low catch in the slips.

Haynes and Ambrose did nothing and when Quayle was well caught by Wheen in the country the end was in sight. Quayle's 34 was a delightful display.

Komaroff and White added a little interest to the game by some stubborn play, but the innings closed for exactly 100. Clifford maintained a good length throughout the innings and the fielding was above par.

The scores and analysis were as follows:—

S.C.C.

S. J. Deeks, b. J. Quayle	1
W. C. G. Clifford, b. W. E. Wilson	12
R. I. M. Barrett, c. T. Wallace, b. Quayle	70
E. W. Stagg, c. White b. Ollerdessen	39
W. C. D. Turner, b. Quayle	0

(Continued on Page 2)

Benny Leonard Lightweight Champion

New York, May 28.—Benny Leonard is the new lightweight champion of the world. He earned the highest honors in the class by virtually knocking Freddy Welsh out after one minute and fifteen seconds of fighting in the ninth round. Kid McPartland stopped the fight to save Welsh from certain knockout.

The old champion put up a good fight as long as his strength was sufficient to withstand the youth, the speed and the furious aggressiveness of Leonard.

At the start of the ninth round Leonard rushed from his corner and met Welsh as the latter left his chair. Penny started a tornado of left and right looks to the jaw. Welsh put up his gloves to protect his jaw, but the blows came faster and harder and finally, the old champion's hands dropped to his sides and Leonard leaped in and shot over a terrific left hook to the side of the jaw. Welsh's knees buckled and the half slipped to the floor in the south-east corner of the ring. He pulled himself up by the ropes and stood there, swaying, dizzy and almost defenceless.

Leonard, eager, relentless, that wild with excitement now that he saw world's championship within his grasp, battered furiously away at the fast failing Welsh. Again the champion went to his knees, and again the friendly ropes came to his assistance.

There he stood, a pitiful picture, one arm along the ropes to support him; his face a bloody thing and his eyes glazed. But Leonard knew no pity there, and kept shooting vicious rights and left hooks to the head.

McPartland had started to count the first time Welsh fell to the floor. As the losing champion wilted under the merciless storm of blows, he never left the shelter of the ropes. When McPartland saw that Freddie was practically out on his feet, he jumped in between the men and waved Leonard away.

Welsh apparently did not realise what had happened. He slid weakly along the ropes, waving his gloved arms in protest.

As soon as the crowd knew what had come to pass a full sized riot of joy broke loose. A wave of shouting humanity swept out of the seats and broke in large rollers into the ring. Those at the press seats were swept aside.

Chairs were smashed and Leonard was almost trampled underfoot by those who fought to shake hands or even touch the new champion.

The special police were powerless to bring quiet to that mad and struggling mob, and it was not until Leonard literally fought his way out of the ring that some semblance of order began.

Harry Pollok, manager of Welsh, ran from one side of the ring to the other, telling the newspaper men that McPartland had erred in stopping the fight, and that Welsh had not been given a count. But to those who sat at the ringside it was plain that McPartland did the right thing in saving Welsh from being battered into unconsciousness.

For Welsh, let it be said that he went down with his colors nailed to the mast. Leonard had the better of the first six rounds, but in the seventh Welsh opened up and fought like a tiger, jarring Leonard's head with stiff jabs and hooks.

The eighth was even, and that marked the old fellow's last effort.

Welsh won the title he lost last night from Willie Ritchie in London, gaining the decision in twenty rounds on points.

The result was one of the biggest surprises sprung in a New York ring in many years, for it was the general belief that no fighter living was capable of knocking out Welsh in a ten round bout. Time and again the Britisher had demonstrated that by his wonderful defensive ability he was capable of protecting himself against sleep producing punches.

Leonard's meeting with Welsh tonight was the third.

In their first clash a year ago Leonard fought Welsh out of condition and gained a point decision, but at no time was the Britisher in danger of being stopped. The second time they fought Welsh made it his business to train and get into the best of shape, the result being he administered a lacing to the aspirant for his title.

In the battle tonight, which closed Welsh's career as champion, there was no indication for eight rounds that the bout would not go the limit of ten rounds. Leonard, aided by youth and a strong punch, however, had so much the better of the milling that he would won the popular verdict beyond all question, had Welsh been able to stick the full distance. Benny never once let up in his attack on his foe and landed telling punches time and again, while those landed by Welsh did not carry damaging force.

When the ninth round began Welsh missed with two lefts which he aimed for the face, at the same time blocking a left swing that Leonard shot at him Leonard, however, coming on like a flash, sent the champion to his knees with a volley of lefts and rights. When Freddie got up Leonard shot another volley of punches to Welsh's head, which sent the champion reeling to the ropes. Welsh's hands gripped the ropes and the hung there until Referee McPartland released his hold. As Welsh's hands were released he started to fall, and he would have gone through the ropes and into the press stand had not his seconds jumped into the right and caught him. The referee then stopped the fight.

HE'S PRIVATE GOWDY NOW

Star Catcher Of Boston Braves Scores Victory Over Conscription

Columbus, June 2.—Harry (Hank) Gowdy, catcher for the Boston National League baseball team, today enlisted as a private in the headquarters company, Second Brigade, Ohio National Guard, and will be called into service July 15. Gowdy, 27 years old, enlisted in person at the Adjutant General's office.

The baseball player will resign his position with the Boston Nationals. He passed the physical examination in good condition. Gowdy is a Columbus boy.

"I'm not going to be conscripted," said Gowdy, "and that's all there is to it, except that I want to go in an outfit in which there are some fellows I know. I've told my parents and Manager Stallings, too. I don't know what any of the other Boston players are going to do, but I have an idea that Shortstop Maranville is going to get in somewhere before conscription time."

Lawn Bowls

The Green Committee and Handicapping Committee teams of the Shanghai Lawn Bowls Club proved very even selections on the test played yesterday, the former only winning by three points. The detailed scores follow:

Green Committee.		Handicapping Committee.	
A. D. Bell (skip)		J. C. Thomson (skip)	
F. C. Banham		W. Dutton	
G. R. Wingrove		A. W. Dewhurst	
R. Simmons	17	W. J. Vine	18
J. T. Disselduff (skip)		L. Evans (skip)	
W. A. Ogden		W. Gater	
T. E. Trueman		H. H. Fowler	
T. Harborne	27	J. G. Smeaton	21
S. Hammond (skip)		E. L. Hunter (skip)	
J. D. Gaines		D. M. Graham	
W. A. Ogden		J. J. Sheridan	
J. Scotson	15	D. Mennie	19
Dr. J. W. Ross (skip)		C. J. Head (skip)	
S. M. S. Gubbay		E. Payne	
J. McGavin		Jas. Malcolm	
F. A. Sampson	23	J. B. Grant	20
O. Crews-Read (skip)		D. MacDonald (skip)	
J. C. Macdougall		J. Valentine	
C. M. Bain		F. Large	
A. Taylor	19	F. L. Marshall	19
Total	100		97

Yangtszepoo v. S.R.C.

The Yangtszepoo Club will play the Recreation Club this afternoon at 4 o'clock. The teams will be:

Yangtszepoo:—Messrs. A. Woods, J. Shaw, S. Marks, A. McDonald, G. Johnston, J. Tweedlie, R. K. Hamilton, G. Fromm, G. Bloom, W. T. Blasett, A. Allen, J. Burnside, P. H. Robinson, S. Rosario, S. Ellis and W. Davis.

Recreation Club:—A. Eek, G. Manwaring, J. E. Lucas, S. M. Wallace, R. J. Bowerman, A. Spiers, E. E. Lever, F. Milner, W. G. Brown, C. Komaroff, E. Thomas, P. W. Reeves, W. S. Featherstonhaugh, H. Veitch, H. S. Smyth, and C. Thompson.

At The Theaters

Picture goers this week are offered several features in photoplays, which with the advent of cooler weather ought to be seen before the programs are changed.

Tonight at the Apollo Theater a two part drama, entitled, "'Twas but a Dream" will be the headliner, with the additional attractions of Pathe's very interesting British, French and American Gazettes, and a two-part comedy by M. Prince. At the matinee today at 3 o'clock the seventh and eighth episodes of "The Shielding Shadow" will be shown. Commencing tomorrow, the ninth and tenth episodes entitled, "The Incorrigible Captive" and "The Vanishing Mantle," in four reels will be shown. A good line of comics follow.

At the Victoria there is now showing, "The Two Beasts." This is a thrilling, vivid humorous drama, with fast passing scenes of life. The latest events, on the Gaumont Graphic, and the Keystone cycle farce, "Gussie's Day of Rest," also "Capturing Bad Bill," make up a most interesting program.

Tonight and tomorrow and at today's matinee, the Olympic presents the great cinematographic achievement, "Gloria's Romance." This film has been drawing good houses, for satisfied audiences have been the rule at every theater where "Gloria's Romance" has been shown.

"The Mysteries of Myra," which is as amusing as it is interesting, is now playing at the Isis Theater. This is the 15th and final episode of the great serial master plot. There is also a three part thriller, "Won In the Clouds."

The Town plays "Who's Guilty?" and an assorted line of laugh producers. Matinee today at 2.30 p.m.

St. George's Gardens continue to present good programs every evening at 9.15 p.m.

Swimming Program For Next Week

Tuesday, July 10, S.I.S.C. practice at Municipal Bath, 9 p.m.

Wednesday, July 11, S.R.C. 1st mid-week gala at Club Bath, 9 p.m.

Friday, July 13, S.I.S.C. practice at Municipal Bath, 9 p.m.

The first mid-week gala of the Rowing Club will comprise a one-length handicap, Long Plunge, Graceful Diving (running and standing headers), team race and water polo match. As usual, the general public interested in aquatic sports are cordially invited, entrance to the bath building being free.

The 1917 series of swimming and diving events, etc., is to begin next Wednesday, the competitions being arranged after the model of previous years, viz., the first in each event is awarded 4 points, the second gets 3, the third 2 and all who compete and finish the various distances, etc., get 1 point. The competitor with the largest aggregate of points at the conclusion of the Series gets first prize at the end of the year, and so on. Three prizes in all are awarded for the Series.

The Rowing Club is fortunate this year in the acquisition of an unusually promising lot of new and enthusiastic members. Many of the old-timers are still to the fore, while last year's recruits are as keen as ever.

It is rumored that during the coming week two of the latter are to engage in a special race over one length and no little interest is being taken in the match, not alone by the competitors themselves, but by their various supporters as well. The general opinion seems to be that B. H. will give F. R. G. a good race. Both have been training "acidulatedly," perfecting their starts, improving their strokes and breathing, etc.

The S.I.S.C. are reported to be organising a water polo game between their 1st team and the Rowing Club VII for next Friday and this should lend no small interest to their end-week meet, which is open to the public.

Members of the Shanghai Amateur Swimming Association are reminded that the annual general meeting has been convened for 5.30 p.m. tomorrow at the Astor House, when the rules and constitution of the Association, as compiled by the Committee, will be submitted to the general body of members for their approval and confirmation.

An old-time water sport, who has not figured in competitions since 1908, has written in to this paper suggesting that the classic swim from the Garden Bridge to Yangtszepoo Point, an annual event some years ago, should be revived. He points out that it is not a good sign to see a vast crowd of competitors willing to take the water for a 100 feet race, a smaller number entering for the 2 lengths race, still less for the 100 yards, very few for the furlong and only four or five for a ¼-mile distance or over.

His suggestion will meet with the endorsement of all those really interested in swimming as an art, as well as a health-giving amusement. It is probable that the Shanghai Amateur Swimming Association will take this matter up and arrange for certificates to be awarded to all those who complete the distance, some 5 miles, irrespective of speed and placing at the finish.

LEG DRIVE IN SWIMMING

Important Adjunct To Crawl Stroke, Says American Waterman

In the subjoined article an expert American waterman defends the leg drive as an important feature of the crawl swimming stroke:

With the outdoor season upon us and both swimmers and prospective swimmers ready to take up Summer activities, there comes an article on the crawl stroke from the pen of Sid Cavill, the Australian waterman, now coach at the Olympic Club of San Francisco, which deserves comment, for it has been published in local papers and many may have read it.

Cavill very justly asserts that in the crawl the propelling force is drawn chiefly from the arms he then proceeds to state that the leg drive may be neglected altogether, for the legs only serve to balance the body and will take care of themselves if merely held straight.

Now the latter statement is apt to prove misleading. Undoubtedly, during the early stages of the novitiate, the legs can be left to trail, while one practises the arm movements alone, comfortably supported by water wings, they will mechanically move up and down in time with the drive of the opposite arm, if held limp, thereby developing the foundation of a correct and rhythmic double kick.

But to sweepingly advise swimmers to pay no attention to the legs, or to claim that they do not help in propelling, is going far. In fact, the leg thrash is so important a feature of the crawl that neither comfort, speed, nor endurance is possible unless the movements are correctly performed and accurately synchronised with the arm action; also, swimmers who are wrongly taught or acquire leg faults find it difficult to gain good form; finally, there is conclusive evidence of the propelling power of the thrash in the speed attainable without using the arms at all.

Under the circumstances it is obviously necessary to not only give the greatest care to the mastering of a well-executed kick, but also to the development of a strong, efficient thrash, which will fully utilise the leg power and materially aid the arms in driving the body through the water.

There are several varieties of crawl leg thrash now in vogue, and they serve as the distinguishing factor between modern free style strokes, for the arm action is the same in all.

"We have the plain crawl kick, which is a narrow, alternate front and back thrash of even scope; the single trudgeon-crawl type, marked by one rather wide and one or more smaller scissoring motions, giving the drive an emphatic monorhythm; and the double trudgeon-crawl style, featured by two comparatively wide scissors or two such scissors and narrower ones in between. Further, each of these varieties may be used with two, four, or six propelling acts to each full stroke of the two arms.

If the elementary crawl method of preliminary instruction is adopted by beginners they will usually display a natural tendency toward one or the other of the crawl leg drives, and this tendency should influence the choice when it comes to taking up an advanced stroke. The road to proficiency is comparatively easy for followers of this method.

To those who have learned by means of the breast stroke or other old-fashioned systems, however, the close study of the leg action is of paramount importance, or acquired bad habits will prove an insurmountable obstacle on the path to success.

But in the final analysis all swimmers, good, bad, and indifferent, will profit by keeping constant watch on the legs and endeavoring always to use them correctly and energetically, so that they will yield a maximum of speed while offering a minimum of resistance to the water.

BLUES TRIM REDS BY 7 TO 2 SCORE

Pour In Six Runs In The Seventh On Combined Hits And Errors

EARLY INNINGS HARD TEST

Both Hadley And Swan Stingy About Hits Until The Blow Up

Save for one wild inning, when six runs flashed across the rubber, it was a pretty even wrangle between Reds and Blues yesterday. At the beginning of the sixth inning Hadley had only dealt out two small hits and Swan three and there were nothing but goose eggs on the score board. When the Reds got two in the sixth it looked like plenty to win, but the fateful seventh brought the Blue deluge and the game ended 7 to 2.

The diamond was a bit sticky after the rain but it was a fine day for a game and a sizable crowd was out.

The Navy rooters hailed Umpire Winters' appearance in a suit with glee and the official arbiter had to stand for a lot of chaff of a good humored sort. He celebrated his advent into the players' side of the field by making a couple of circus catches and starting the scoring in the seventh inning.

The Reds threatened to do things in the first when they had the bases full and none out. Clapp, starting the game, drove the first good one to left for a beautiful single. Woods bunted and was safe on Swan's error, Clapp going to third. Pomeroy drew a walk. Bills slapped to Swan who cut Clapp off at the plate. Reid hit into a double play by rapping another one to Swan, Woods going out at home and Bristow relaying to first in time.

Clapp started things again in the sixth by hitting to center and Woods followed with a safety to right. Pomeroy slapped one to Wilhoit who touched second and tried for the double at first but the ball got away from Tinkham and Clapp registered. Bills laced a double to center, scoring Pomeroy and went to third on a passed ball. Reid walked but was out for running outside in trying to steal. Porterfield struck out.

Blues got one in their half on Holliday's single and Bristow's double.

This latter blow had all the preliminary symptoms of developing into another homer for the big catcher, but Haile and Bills relayed it in and he was out trying to stretch it for three bases.

The seventh opened with Winters shouting a hot one through Clapp's hands. Nichols hit to right. Spencer-Ozorio rapped to Pomeroy, who threw wild to the plate, and two runs came across. Swan's two base hit scored another. Holliday sacrificed Swan to third. Tinkham rolled to Hadley and the Red pitcher tossed the ball over Reid's head, Swan scoring. Bills came clear to the right of the box to get Bristow's

pop-up. Wilhoit hit to left, advancing Tinkham to third, and then stole second. Swift hit safely to right, scoring the last two runs. Winters, on his second trip to bat, retired the side by striking out.

Porterfield got a hit for the Reds after two were down in the ninth, but died at second on Bills' choice of Hadie's grounder.

A feature of the game was Nichols' sprint all the way to the bandstand to collect a high foul.

Today Navy and Shanghai play at 3 o'clock.

Yesterday's score:

Red Sox

	AB	R	H	PO	A	E
Clapp, 3b.	4	1	2	1	1	1
Woods, c.	4	0	2	5	3	0
Pomeroy, 2b.	3	1	0	1	2	1
Bills, ss.	4	0	1	2	5	1
Reid, 1b.	3	0	0	12	0	1
Porterfield, cf.	4	0	1	3	0	0
Hadie, lf.	4	0	1	0	1	0
Bianco, rf.	3	0	0	0	0	0
Hadley, p.	3	0	1	0	1	1
Totals	32	2	8	24	13	5

Blue Sox

	AB	R	H	PO	A	E
Holliday, ss.	3	1	2	1	2	0
Tinkham, 1b.	3	1	0	7	0	1
Bristow, c.	4	0	1	6	4	0
Wilhoit, 2b.	4	1	2	7	2	0
Swift, lf.	4	0	1	0	0	0
Winters, cf.	4	1	0	3	0	0
Nichols, 3b.	4	1	2	1	2	0
Corres, rf.	1	0	0	0	0	0
Spencer-Osorio, rf	3	1	0	0	0	0
Swan, p.	4	1	1	2	4	2
Totals	34	7	9	27	14	3

By innings:

Red Sox—0 0 0 0 0 2 0 0 0=2

Blue Sox—0 0 0 0 3 1 3 0 0=7

Two-base hits—Bills, Bristow, Swan. Sacrifice hits—Holliday, Tinkham. Stolen bases—Woods, Pomeroy, Holliday, Tinkham, Swan. Wilhoit, 2; Nichols, 2. Struck out—by Hadley, 5; by Swan, 3. Bases on balls—off Swan, 2. Passed ball—Bristow. Double play—Swan, Bristow, Tinkham; Wilhoit-Tinkham.

Umpires—Bunn and McGhee.

S.C.C. Again Beat Recs By 63 Runs

(Continued from Page 1)

E. G. Tait, st. Haynes b. Ollerdessen	17
L. R. Wheen, c. Milner, b. Ollerdessen	6
D. Campbell, b. Ollerdessen	3
E. G. Norman, c. White, b. Ollerdessen	6
C. S. Cheetham, not out	5
C. C. Whitehead, c. W. Wilson, b. Ollerdessen	0
Extras	4
Total	163

Bowling Analysis

	O.	M.	R.	W.
J. Quayle	15	3	55	3
C. Ollerdessen	12	1	45	5
W. E. Wilson	6	1	23	1
H. J. Ambrose	3	–	31	–
F. Milner	0.4	–	5	1

Recreation Club

S. Wallace, b. Whitehead	1
F. Milner, c. Barrett, b. Clifford	9
T. Wallace, run out	0
W. E. Wilson, b. Clifford	13
J. Quayle, c. Wheen, b. Clifford	34
H. J. Cooper, c. Stagg b. Clifford	15
W. J. Haynes, c. Whitehead, b. Clifford	3
H. J. Ambrose, st. Deeks, b. Clifford	9
A. V. White, not out	10
C. E. Ollerdessen, b. Clifford	0
C. Komaroff, run out	12
Extras	–
Total	100

Bowling Analysis

	O.	M.	R.	W.
W. C. G. Clifford	19	6	36	7
C. C. Whitehead	12	2	38	1
E. W. Stagg	3	–	19	–
W. C. D. Turner	3	1	7	–

Parsees Beat Police

It was a bad day for the Police, yesterday, for they found the mighty Bhoora at the top of his form, both with bat and ball and his efforts alone were sufficient to give the Police a big trouncing. Bhoora ran up 62 on his own account, which was just as well, for the Police trundlers had the rest all guessing and the ten made but nine between them.

Not content with this display, Bhoora, in four overs, got rid of five batsmen for only four runs, an analysis which made even Ragi's very good one of four wickets for eleven runs look tame. Robertson was the only man to make a show and he scored 22 out of 30.

The scores in detail:

Parsees

E. D. Damri, run out	0
C. H. Bhoora, b. Adams	62
R. H. Ragi, b. Sale	0
C. B. Sethna, run out	0
H. S. Madan, b. Sale	1
J. H. Shroff, b. Sale	5
R. Viccajee, b. Sale	0
K. D. Karanjia, c. Fry, b. Sale	2
H. L. Sopariwala, b. Sale	0
M. C. Charna, c. Robertson, b. Sale	1
B. S. Khambata, not out	0
Total	71

Bowling Analysis

	O.	M.	R.	W.
Fry	7	–	16	–
Sale	12	6	27	7
Robertson	4	2	18	–
Adams	2	–	10	1

Police

J. Robertson, b. Ragi	22
F. Treacher, c. Karanjia, b. Ragi	1
W. Fairbairn, b. Sethna	2
K. Newman, c., Bhoora, b. Ragi	2
C. Doyle, l.b.w. Bhoora	0
T. Fry, b. Bhoora	0
G. Sale, b. Bhoora	0
J. G. Adams, not out	2
E. C. Rock, c. Khambata, b. Ragi	1
J. Bridger, b. Bhoora	0
J. B. Clissold, c. and b. Bhoora	0
Total	30

Bowling Analysis

	O.	M.	R.	W.
C. B. Sethna	5	1	15	1
R. H. Ragi	8	1	11	4
C. H. Bhoora	4	–	4	5

S.C.C. v. T. Hanbury School

This game, on the S.C.C. ground, was featured by small scoring, only 61 runs being scored for the loss of 20 wickets and the schoolboys winning by 20 runs. It was a game where the ball triumphed over the bat and bowlers had a field-day.

The scores and analysis were as follows:—

Thomas Hanbury School

L. P. Quincey, b. Grimshaw	2
A. S. Ahmed, l.b.w., b. Grimshaw	9
A. J. Willis, c. Cooke, b. Grimshaw	6
A. V. Jensen, b. Monk	6
J. V. Jensen, b. Grimshaw	1
A. Madar, run out	2
G. A. Johansen, c. Thompson, b. Monk	6
H. L. Hayward, b. Grimshaw	0
A. R. Madar, not out	2
A. Costa, b. Grimshaw	1
T. H. Porter, did not bat	0
Extras	6
Total	40

Bowling Analysis

	O.	M.	R.	W.
W. J. Monk	11	3	15	2
R. Grimshaw	10.4	3	17	6

S.C.C. 2nd XI.

C. E. M. Thompson, st. Ahmed, b. Quincey	0
H. W. Kelby, b. Quincey	11
H. Webb, c. Hayward, b. Quincey	0
A. H. Leslie, b. Johansen	4
C. D. Field, l.b.w., b. Johansen	1
D. Cooke, b. Johansen	0
W. J. Monk, c. Quincey, b. Johansen	1
C. Martin, b. Johansen	1
E. G. Barnes, run out	0
T. W. Etheridge, not out	0
R. Grimshaw, c. and b. Johansen	2
Extras	1
Total	21

Bowling Analysis

	O.	M.	R.	W.
G. A. Johansen	7	4	12	6
L. P. Quincey	6.1	2	8	3

MORE BRITISH RACING

(Reuter's Agency War Service)

London, July 5.—The Jockey Club has decided to allot 28 days for racing at Newmarket and 12 on other courses.

The Derby will be run at Newmarket on July 31 and the Oaks on August 2.

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URGES A DEFINITION OF BRITISH IDEALS

H. G. Wells Wants Plain Declaration Of Policy Toward Liberated Peoples

CITES WILSON'S EXAMPLE

Would End American And Neutral Suspicion Of Entente's Ambitions

London, Monday, June 4.—The Daily Chronicle gives editorial prominence this morning to a letter from H. G. Wells, in which he writes:

"The time seems to have come for much clearer statements of outlook and intention from this country than it has hitherto been possible to make. The entry of America into the war and the banishment of autocracy and aggressive diplomacy from Russia have enormously cleared the air, and the recent great speech of General Smuts at the Savoy Hotel is probably only the first of a series of experiments in statement.

"It is desirable, alike to clear our own heads, to unify our efforts, and to give the nations of the world some assurance and standard for our national conduct in future that we should now define the ideas of our empire and its relation to the world outlook much more clearly than has ever hitherto been done. Never before in the history of mankind has opinion counted for so much and persons and organisations for so little as in this war. Never before has the need for clear ideals, widely understood and consistently sustained, been so commandingly vital.

"Is it not the plain lesson of this stupendous and disastrous war that there is no way to secure civilisation from destruction except by impartial control and protection in the interest of the whole human race, a control representing the best intelligence of mankind, of these main causes of war: (1) the politically undeveloped tropics, (2) shipping and international trade, and (3) small nationalities and all regions in a state of political impotence or confusion?

"It is our case against the Germans that in all these three cases they have subordinated every consideration of justice and general human welfare to monstrous national egotism. That argument has a double edge. At present there is a vigorous campaign in America, Russia, and neutral countries generally to represent British patriotism as equally egotistic, and our purpose in this war as a mere parallel to the German purpose. In the same manner, though perhaps with less persistence, France and Italy are also caricatured. We are supposed to be grabbing at Mesopotamia and Palestine, France at Syria, Italy is represented as pursuing a Machiavellian policy toward the unfortunate Greek republicans, with her eyes on the Greek islands and Greece in Asia.

"Is it not time that these imputations were repudiated largely and conclusively by our alliance, and is not time we began to discuss in much more frank and definite terms than has hitherto been done the nature of the international arrangement that will be needed to secure the safety of such liberated populations as those of Palestine, of the Arab regions, of the old Turkish Empire, of Armenia, of re-united Poland and the like?

"I do not mean mere diplomatic discussions and understandings: I mean such full and plain statements as will be spread through the whole world and grasped and assimilated by ordinary people everywhere—statements by which we as a people will be prepared to stand or fall. Great Britain has to table her world policy. It is a thing overdue. No doubt we have already a literature of Liberal imperialism and a considerable accumulation of declarations by this statesman or that; but what is needed is a formulation much more representative, official, and permanent than that—something that can be put beside President Wilson's clear rendering of the American ideal. We want all our peoples to understand that our empire is not a net about the world in which the progress of mankind is entangled, but a self-conscious political system, working side by side with the other democracies of the earth, preparing the way for and prepared to sacrifice and merge itself in a world confederation of free and equal peoples."

Vessels In Harbor And At Woosung

Arrived	From	Ship's Name	Tons	Cla	Agents	Berth
Nov 14	Hankow	Kibong	1769	Ger	Carlowitz	U8
Aug 4	Hongkong	Bohemia	4282	Aus	Aus. Lloyd	S VII
Aug 5	Hongkong	China	3868	Aus	Aus. Lloyd	S p
June 20	Hongkong	Chiyuen	1201	Chi	C.M.S.N.Co.	KLYW
Aug 8	Hongkong	O. Kickmer	3651	Ger	H. D. & Co	USA
Dec 8 7	Nanking	Fortuna	182	Ger	H. D. & Co	U8
June 9	Chinwangtao	Feiching	994	Chi	C.M.S.N. Co.	OWP
June 15	Hankow	Hanping	581	Chi	H. Y. P. I. Co	HYPW
July 6	Foochow	Hasan	1599	Chi	C.M.S.N.Co.	KLYW
July 3	Hankow	Kiangwah	2101	Chi	C.M.S.N. Co.	KLYW
July 6	Hankow	Kiangwan	2085	Chi	C.M.S.N.Co	KLYW
July 6	Tientsin	Kingsing	1225	Br.	J. M. & Co	MH n
July 6	Tientsin	Kiangping	1252	Chi	K.M.A.	KMAW
July 16	Hankow	Meidai	1683	Ger	Melchers	U8
July 30	Hankow	Meiler	1682	Ger	Melcher	U8
June 19	Tsingtao	Ono maru	631	Jap.	S. M. R.	WW
May 6	Cruise	Pacific	727	Dan	G. N. T. Co	Int. D.
July 30	Tsingtao	Sikiang	1640	Ger.	H. A. L.	U8
July 30	Hongkong	Sitsin	1818	Aus.	Aus. Lloyd	S IX
July 5	Swatow	Singan	7412	Br.	B. & S.	WTW
July 6	Tsingtao	Sanyo maru	1476	Jap.	S. M. R.	SMRW
July 6	Hongkong	Taishan	1612	Chi	C.M.S.N.Co	KLYW

Men-of-War In Port

Section	Date	From	Name	Flag and Rating	Tons	Guns	Many	Commander
P&OMI	Apr. 16	Cruise	Monocacy	Amer-b.	190	2	43	McFeaters
P&OBI	Apr. 29	Cruise	Palos	Amer-b.	190	2	43	Delano
YTPDW	Apr. 13	Cruise	Quiros	Amer-b.	360	4	55	Lewis
P&OBI	Apr. 14	Cruise	Samar	Amer-b.	243	4	33	Brown
BNB	Apr. 14	Cruise	Villalobos	Amer-b.	370	4	55	Partello

The French gunboats D. de Lagree and Decidee, the Japanese gunboats Fushimi, Sumida and Toba, and the British gunboat Woodlark are not included in this list, being dismantled.

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Pendennis Ch 6

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Geo Thackeray "The Virginians"

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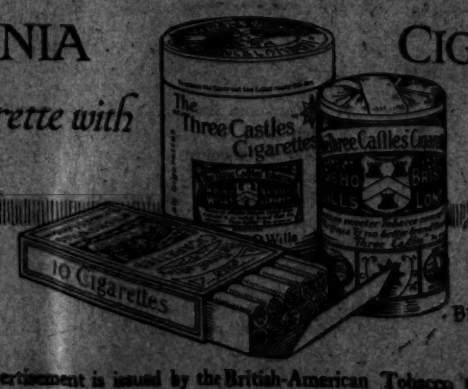

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